



# Hongkong Daily Press.

ESTABLISHED 1867.

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& CHRONICLE  
For CHINA, JAPAN, Etc.  
1919  
Fifty-Seventh Annual Issue.  
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SHEWAN TOMES & CO., GENERAL MANAGERS.

No. 19,027. 號七廿零千九萬一第 日 廿月四年未己 HONGKONG, WEDNESDAY, MAY 21st, 1919. 三拜禮 號一廿月五年八國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

GREEN ISLAND CEMENT COMPANY  
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SHEWAN TOMES & CO.,  
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TELEPHONE 1919.

PEAK TRAMWAY COMPANY

LIMITED.

TIME-TABLE

| WEEK DAYS               | Every 15 minutes |
|-------------------------|------------------|
| 7.00 a.m. to 8.00 a.m.  | 10               |
| 8.00 " " 9.00 " "       | 10               |
| 9.00 " " 10.00 " "      | 10               |
| 10.00 " " 11.00 " "     | 10               |
| 11.00 " " 12.00 p.m.    | 10               |
| 12.00 p.m. to 1.00 p.m. | 10               |
| 1.00 " " 2.00 " "       | 10               |
| 2.00 " " 3.00 " "       | 10               |
| 3.00 " " 4.00 " "       | 10               |
| 4.00 " " 5.00 " "       | 10               |
| 5.00 " " 6.00 " "       | 10               |

NIGHT CARS

|                          |    |
|--------------------------|----|
| 6.50 p.m. to 8.00 p.m.   | 10 |
| 8.00 p.m. to 11.30 p.m.  | 10 |
| 11.30 p.m. to 11.45 p.m. | 10 |

SATURDAY

Extra Car—12.00 Midnight

| SUNDAYS                 | Every 15 minutes |
|-------------------------|------------------|
| 7.30 a.m. to 10.30 a.m. | 10               |
| 10.30 " " 11.00 a.m.    | 10               |
| 11.00 " " 12.00 noon    | 10               |
| 12.00 noon to 1.00 p.m. | 10               |
| 1.00 p.m. to 5.30 p.m.  | 10               |
| 5.30 " " 6.00 " "       | 10               |
| 6.00 " " 6.30 " "       | 10               |
| 6.30 " " 8.00 " "       | 10               |

NIGHT CARS

As on Week Days.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
Season and punch tickets available for all  
cars not already full running at the time  
asked in the Company's time-tables, but not  
for special cars, can be obtained on applica-  
tion at the Company's Office. No Season  
tickets will be issued until payment therefor  
has been made in Bank Notes or by Cheque  
or Compro Order representing Bank  
notes.

JOHN D. HUMPHREYS & SONS,  
General Managers.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

| DOWN TRAINS:          |                             |                |                             |                |                             |                |                             |                |                             |                 |                              |
|-----------------------|-----------------------------|----------------|-----------------------------|----------------|-----------------------------|----------------|-----------------------------|----------------|-----------------------------|-----------------|------------------------------|
| Station               | No. 1<br>Through<br>Express | No. 2<br>Local | No. 3<br>Through<br>Express | No. 4<br>Local | No. 5<br>Through<br>Express | No. 6<br>Local | No. 7<br>Through<br>Express | No. 8<br>Local | No. 9<br>Through<br>Express | No. 10<br>Local | No. 11<br>Through<br>Express |
| CANTON (Ch. Sta. Tse) | 7.30                        | 8.30           | 9.30                        | 10.30          | 11.30                       | 12.30          | 1.30                        | 2.30           | 3.30                        | 4.30            | 5.30                         |
| SEK LUNG              | 7.45                        | 8.45           | 9.45                        | 10.45          | 11.45                       | 12.45          | 1.45                        | 2.45           | 3.45                        | 4.45            | 5.45                         |
| Sham Chun             | 8.00                        | 9.00           | 10.00                       | 11.00          | 12.00                       | 1.00           | 2.00                        | 3.00           | 4.00                        | 5.00            | 6.00                         |
| Shengshui             | 8.15                        | 9.15           | 10.15                       | 11.15          | 12.15                       | 1.15           | 2.15                        | 3.15           | 4.15                        | 5.15            | 6.15                         |
| Taipei                | 8.30                        | 9.30           | 10.30                       | 11.30          | 12.30                       | 1.30           | 2.30                        | 3.30           | 4.30                        | 5.30            | 6.30                         |
| Taipei Market         | 8.45                        | 9.45           | 10.45                       | 11.45          | 12.45                       | 1.45           | 2.45                        | 3.45           | 4.45                        | 5.45            | 6.45                         |
| Taipei                | 9.00                        | 10.00          | 11.00                       | 12.00          | 1.00                        | 2.00           | 3.00                        | 4.00           | 5.00                        | 6.00            | 7.00                         |
| Taipei                | 9.15                        | 10.15          | 11.15                       | 12.15          | 1.15                        | 2.15           | 3.15                        | 4.15           | 5.15                        | 6.15            | 7.15                         |
| Taipei                | 9.30                        | 10.30          | 11.30                       | 12.30          | 1.30                        | 2.30           | 3.30                        | 4.30           | 5.30                        | 6.30            | 7.30                         |
| Taipei                | 9.45                        | 10.45          | 11.45                       | 12.45          | 1.45                        | 2.45           | 3.45                        | 4.45           | 5.45                        | 6.45            | 7.45                         |
| Taipei                | 10.00                       | 11.00          | 12.00                       | 1.00           | 2.00                        | 3.00           | 4.00                        | 5.00           | 6.00                        | 7.00            | 8.00                         |
| Taipei                | 10.15                       | 11.15          | 12.15                       | 1.15           | 2.15                        | 3.15           | 4.15                        | 5.15           | 6.15                        | 7.15            | 8.15                         |
| Taipei                | 10.30                       | 11.30          | 12.30                       | 1.30           | 2.30                        | 3.30           | 4.30                        | 5.30           | 6.30                        | 7.30            | 8.30                         |
| Taipei                | 10.45                       | 11.45          | 12.45                       | 1.45           | 2.45                        | 3.45           | 4.45                        | 5.45           | 6.45                        | 7.45            | 8.45                         |
| Taipei                | 11.00                       | 12.00          | 1.00                        | 2.00           | 3.00                        | 4.00           | 5.00                        | 6.00           | 7.00                        | 8.00            | 9.00                         |
| Taipei                | 11.15                       | 12.15          | 1.15                        | 2.15           | 3.15                        | 4.15           | 5.15                        | 6.15           | 7.15                        | 8.15            | 9.15                         |
| Taipei                | 11.30                       | 12.30          | 1.30                        | 2.30           | 3.30                        | 4.30           | 5.30                        | 6.30           | 7.30                        | 8.30            | 9.30                         |
| Taipei                | 11.45                       | 12.45          | 1.45                        | 2.45           | 3.45                        | 4.45           | 5.45                        | 6.45           | 7.45                        | 8.45            | 9.45                         |
| Taipei                | 12.00                       | 1.00           | 2.00                        | 3.00           | 4.00                        | 5.00           | 6.00                        | 7.00           | 8.00                        | 9.00            | 10.00                        |
| Taipei                | 12.15                       | 1.15           | 2.15                        | 3.15           | 4.15                        | 5.15           | 6.15                        | 7.15           | 8.15                        | 9.15            | 10.15                        |
| Taipei                | 12.30                       | 1.30           | 2.30                        | 3.30           | 4.30                        | 5.30           | 6.30                        | 7.30           | 8.30                        | 9.30            | 10.30                        |
| Taipei                | 12.45                       | 1.45           | 2.45                        | 3.45           | 4.45                        | 5.45           | 6.45                        | 7.45           | 8.45                        | 9.45            | 10.45                        |
| Taipei                | 1.00                        | 2.00           | 3.00                        | 4.00           | 5.00                        | 6.00           | 7.00                        | 8.00           | 9.00                        | 10.00           | 11.00                        |
| Taipei                | 1.15                        | 2.15           | 3.15                        | 4.15           | 5.15                        | 6.15           | 7.15                        | 8.15           | 9.15                        | 10.15           | 11.15                        |
| Taipei                | 1.30                        | 2.30           | 3.30                        | 4.30           | 5.30                        | 6.30           | 7.30                        | 8.30           | 9.30                        | 10.30           | 11.30                        |
| Taipei                | 1.45                        | 2.45           | 3.45                        | 4.45           | 5.45                        | 6.45           | 7.45                        | 8.45           | 9.45                        | 10.45           | 11.45                        |
| Taipei                | 2.00                        | 3.00           | 4.00                        | 5.00           | 6.00                        | 7.00           | 8.00                        | 9.00           | 10.00                       | 11.00           | 12.00                        |
| Taipei                | 2.15                        | 3.15           | 4.15                        | 5.15           | 6.15                        | 7.15           | 8.15                        | 9.15           | 10.15                       | 11.15           | 12.15                        |
| Taipei                | 2.30                        | 3.30           | 4.30                        | 5.30           | 6.30                        | 7.30           | 8.30                        | 9.30           | 10.30                       | 11.30           | 12.30                        |
| Taipei                | 2.45                        | 3.45           | 4.45                        | 5.45           | 6.45                        | 7.45           | 8.45                        | 9.45           | 10.45                       | 11.45           | 12.45                        |
| Taipei                | 3.00                        | 4.00           | 5.00                        | 6.00           | 7.00                        | 8.00           | 9.00                        | 10.00          | 11.00                       | 12.00           | 1.00                         |
| Taipei                | 3.15                        | 4.15           | 5.15                        | 6.15           | 7.15                        | 8.15           | 9.15                        | 10.15          | 11.15                       | 12.15           | 1.15                         |
| Taipei                | 3.30                        | 4.30           | 5.30                        | 6.30           | 7.30                        | 8.30           | 9.30                        | 10.30          | 11.30                       | 12.30           | 1.30                         |
| Taipei                | 3.45                        | 4.45           | 5.45                        | 6.45           | 7.45                        | 8.45           | 9.45                        | 10.45          | 11.45                       | 12.45           | 1.45                         |
| Taipei                | 4.00                        | 5.00           | 6.00                        | 7.00           | 8.00                        | 9.00           | 10.00                       | 11.00          | 12.00                       | 1.00            | 2.00                         |
| Taipei                | 4.15                        | 5.15           | 6.15                        | 7.15           | 8.15                        | 9.15           | 10.15                       | 11.15          | 12.15                       | 1.15            | 2.15                         |
| Taipei                | 4.30                        | 5.30           | 6.30                        | 7.30           | 8.30                        | 9.30           | 10.30                       | 11.30          | 12.30                       | 1.30            | 2.30                         |
| Taipei                | 4.45                        | 5.45           | 6.45                        | 7.45           | 8.45                        | 9.45           | 10.45                       | 11.45          | 12.45                       | 1.45            | 2.45                         |
| Taipei                | 5.00                        | 6.00           | 7.00                        | 8.00           | 9.00                        | 10.00          | 11.00                       | 12.00          | 1.00                        | 2.00            | 3.00                         |
| Taipei                | 5.15                        | 6.15           | 7.15                        | 8.15           | 9.15                        | 10.15          | 11.15                       | 12.15          | 1.15                        | 2.15            | 3.15                         |
| Taipei                | 5.30                        | 6.30           | 7.30                        | 8.30           | 9.30                        | 10.30          | 11.30                       | 12.30          | 1.30                        | 2.30            | 3.30                         |
| Taipei                | 5.45                        | 6.45           | 7.45                        | 8.45           | 9.45                        | 10.45          | 11.45                       | 12.45          | 1.45                        | 2.45            | 3.45                         |
| Taipei                | 6.00                        | 7.00           | 8.00                        | 9.00           | 10.00                       | 11.00          | 12.00                       | 1.00           | 2.00                        | 3.00            | 4.00                         |
| Taipei                | 6.15                        | 7.15           | 8.15                        | 9.15           | 10.15                       | 11.15          | 12.15                       | 1.15           | 2.15                        | 3.15            | 4.15                         |
| Taipei                | 6.30                        | 7.30           | 8.30                        | 9.30           | 10.30                       | 11.30          | 12.30                       | 1.30           | 2.30                        | 3.30            | 4.30                         |
| Taipei                | 6.45                        | 7.45           | 8.45                        | 9.45           | 10.45                       | 11.45          | 12.45                       | 1.45           | 2.45                        | 3.45            | 4.45                         |
| Taipei                | 7.00                        | 8.00           | 9.00                        | 10.00          | 11.00                       | 12.00          | 1.00                        | 2.00           | 3.00                        | 4.00            | 5.00                         |
| Taipei                | 7.15                        | 8.15           | 9.15                        | 10.15          | 11.15                       | 12.15          | 1.15                        | 2.15           | 3.15                        | 4.15            | 5.15                         |
| Taipei                | 7.30                        | 8.30           | 9.30                        | 10.30          | 11.30                       | 12.30          | 1.30                        | 2.30           | 3.30                        | 4.30            | 5.30                         |
| Taipei                | 7.45                        | 8.45           | 9.45                        | 10.45          | 11.45                       | 12.45          | 1.45                        | 2.45           | 3.45                        | 4.45            | 5.45                         |
| Taipei                | 8.00                        | 9.00           | 10.00                       | 11.00          | 12.00                       | 1.00           | 2.00                        | 3.00           | 4.00                        | 5.00            | 6.00                         |
| Taipei                | 8.15                        | 9.15           | 10.15                       | 11.15          | 12.15                       | 1.15           | 2.15                        | 3.15           | 4.15                        | 5.15            | 6.15                         |
| Taipei                | 8.30                        | 9.30           | 10.30                       | 11.30          | 12.30                       | 1.30           | 2.30                        | 3.30           | 4.30                        | 5.30            | 6.30                         |
| Taipei                | 8.45                        | 9.45           | 10.45                       | 11.45          | 12.45                       | 1.45           | 2.45                        | 3.45           | 4.45                        | 5.45            | 6.45                         |
| Taipei                | 9.00                        | 10.00          | 11.00                       | 12.00          | 1.00                        | 2.00           | 3.00                        | 4.00           | 5.00                        | 6.00            | 7.00                         |
| Taipei                | 9.15                        | 10.15          | 11.15                       | 12.15          | 1.15                        | 2.15           | 3.15                        | 4.15           | 5.15                        | 6.15            | 7.15                         |
| Taipei                | 9.30                        | 10.30          | 11.30                       | 12.30          | 1.30                        | 2.30           | 3.30                        | 4.30           | 5.30                        | 6.30            | 7.30                         |
| Taipei                | 9.45                        | 10.45          | 11.45                       | 12.45          | 1.45                        | 2.45           | 3.45                        | 4.45           | 5.45                        | 6.45            | 7.45                         |
| Taipei                | 10.00                       | 11.00          | 12.00                       | 1.00           | 2.00                        | 3.00           | 4.00                        | 5.00           | 6.00                        | 7.00            | 8.00                         |
| Taipei                | 10.15                       | 11.15          | 12.15                       | 1.15           | 2.15                        | 3.15           | 4.15                        | 5.15           | 6.15                        | 7.15            | 8.15                         |
| Taipei                | 10.30                       | 11.30          | 12.30                       | 1.30           | 2.30                        | 3.30           | 4.30                        | 5.30           | 6.30                        | 7.30            | 8.30                         |
| Taipei                | 10.45                       | 11.45          | 12.45                       | 1.45           | 2.45                        | 3.45           | 4.45                        | 5.45           | 6.45                        | 7.45            | 8.45                         |
| Taipei                | 11.00                       | 12.00          | 1.00                        | 2.00           | 3.00                        | 4.00           | 5.00                        | 6.00           | 7.00                        | 8.00            | 9.00                         |
| Taipei                | 11.15                       | 12.15          | 1.15                        | 2.15           | 3.15                        | 4.15           | 5.15                        | 6.15           | 7.15                        | 8.15            | 9.15                         |
| Taipei                | 11.30                       | 12.30          | 1.30                        | 2.30           | 3.30                        | 4.30           | 5.30                        | 6.30           | 7.30                        | 8.30            | 9.30                         |
| Taipei                | 11.45                       | 12.45          | 1.45                        | 2.45           | 3.45                        | 4.45           | 5.45                        | 6.45           | 7.45                        | 8.45            | 9.45                         |
| Taipei                | 12.00                       | 1.00           | 2.00                        | 3.00           | 4.00                        | 5.00           | 6.00                        | 7.00           | 8.00                        | 9.00            | 10.00                        |
| Taipei                | 12.15                       | 1.15           | 2.15                        | 3.15           | 4.15                        | 5.15           | 6.15                        | 7.15           | 8.15                        | 9.15            | 10.15                        |
| Taipei                | 12.30                       | 1.30           | 2.30                        | 3.30           | 4.30                        | 5.30           | 6.30                        | 7.30           | 8.30                        | 9.30            | 10.30                        |
| Taipei                | 12.45                       | 1.45           | 2.45                        | 3.45           | 4.45                        | 5.45           | 6.45                        | 7.45           | 8.45                        | 9.45            | 10.45                        |
| Taipei                | 1.00                        | 2.00           | 3.00                        | 4.00           | 5.00                        | 6.00           | 7.00                        | 8.00           | 9.00                        | 10.00           | 11.00                        |
| Taipei                | 1.15                        | 2.15           | 3.15                        | 4.15           | 5.15                        | 6.15           | 7.15                        | 8.15           | 9.15                        | 10.15           | 11.15                        |
| Taipei                | 1.30                        | 2.30           | 3.30                        | 4.30           | 5.30                        | 6.30           | 7.30                        | 8.30           | 9.30                        | 10.30           | 11.30                        |
| Taipei                | 1.45                        | 2.45           | 3.45                        | 4.45           | 5.45                        | 6.45           | 7.45                        | 8.45           | 9.45                        | 10.45           | 11.45                        |
| Taipei                | 2.00                        | 3.00           | 4.00                        | 5.00           | 6.00                        | 7.00           | 8.00                        | 9.00           | 10.00                       | 11.00           | 12.00                        |
| Taipei                | 2.15                        | 3.15           | 4.15                        | 5.15           | 6.15                        | 7.15           | 8.15                        | 9.15           | 10.15                       | 11.15           | 12.15                        |
| Taipei                | 2.30                        | 3.30           | 4.30                        | 5.30           | 6.30                        | 7.30           | 8.30                        | 9.30           | 10.30                       | 11.30           | 12.30                        |
| Taipei                | 2.45                        | 3.45           | 4.45                        | 5.45           | 6.45                        | 7.45           | 8.45                        | 9.45           | 10.45                       | 11.45           | 12.45                        |
| Taipei                | 3.00                        | 4.00           | 5.00                        | 6.00           | 7.00                        | 8.00           | 9.00                        | 10.00          | 11.00                       | 12.00           | 1.00                         |
| Taipei                | 3.15                        | 4.15           | 5.15                        | 6.15           | 7.15                        | 8.15           | 9.15                        | 10.15          | 11.15                       | 12.15           | 1.15                         |
| Taipei                | 3.30                        | 4.30           | 5.30                        | 6.30           | 7.30                        | 8.30           | 9.30                        | 10.30          | 11.30                       | 12.30           | 1.30                         |
| Taipei                | 3.45                        | 4.45           | 5.45                        | 6.45           | 7.45                        | 8.45           | 9.45                        | 10.45          | 11.45                       | 12.45           | 1.45                         |
| Taipei                | 4.00                        | 5.00           | 6.00                        | 7.00           | 8.00                        | 9.00           | 10.00                       | 11.00          | 12.00                       | 1.00            | 2.00                         |
| Taipei                | 4.15                        | 5.15           | 6.15                        | 7.15           | 8.15                        | 9.15           | 10.15                       | 11.15          | 12.15                       | 1.15            | 2.15                         |
| Taipei                | 4.30                        | 5.30           | 6.30                        | 7.30           | 8.30                        | 9.30           | 10.30                       | 11.30          | 12.30                       | 1.30            | 2.30                         |
| Taipei                | 4.45                        | 5.45           | 6.45                        | 7.45           | 8.45                        | 9.45           | 10.45                       | 11.45          | 12.45                       | 1.45            | 2.45                         |
| Taipei                | 5.00                        | 6.00           | 7.00                        | 8.00           | 9.00                        | 10.00          | 11.00                       | 12.00          | 1.00                        | 2.00            | 3.00                         |
| Taipei                | 5.15                        | 6.15           | 7.15                        | 8.15           | 9.15                        | 10.15          | 11.15                       | 12.15          | 1.15                        | 2.15            | 3.15                         |
| Taipei                | 5.30                        | 6.30           | 7.30                        | 8.30           | 9.30                        | 10.30          | 11.30                       | 12.30          | 1.30                        | 2.30            | 3.30                         |
| Taipei                | 5.45                        | 6.45           | 7.45                        | 8.45           | 9.45                        | 10.45          | 11.45                       | 12.45          | 1.45                        | 2.45            | 3.45                         |
| Taipei                | 6.00                        | 7.00           | 8.00                        | 9.00           | 10.00                       | 11.00          | 12.00                       | 1.00           | 2.00                        | 3.00            | 4.00                         |
| Taipei                | 6.15                        | 7.15           | 8.15                        | 9.15           | 10.15                       | 11.15          | 12.15                       | 1.15           | 2.15                        | 3.15            | 4.15                         |
| Taipei                | 6.30                        | 7.30           | 8.30                        | 9.30           | 10.30                       | 11.30          | 12.30                       | 1.30           | 2.30                        | 3.30            | 4.30                         |
| Taipei                | 6.45                        | 7.45           | 8.45                        | 9.45           | 10.45                       | 11.45          | 12.45                       | 1.45           | 2.45                        | 3.45            | 4.45                         |
| Taipei                | 7.00                        | 8.00           | 9.00                        | 10.00          | 11.00                       | 12.00          | 1.00                        | 2.00           | 3.00                        | 4.00            | 5.00                         |
| Taipei                | 7.15                        | 8.15           | 9.15                        | 10.15          | 11.15                       | 12.15          | 1.15                        | 2.15           | 3.15                        | 4.15            | 5.15                         |
| Taipei                | 7.30                        | 8.30           | 9.30                        | 10.30          | 11.30                       | 12.30          | 1.30                        | 2.30           | 3.30                        | 4.30            | 5.30                         |
| Taipei                | 7.45                        | 8.45           | 9.45                        | 10.45          | 11.45                       | 12.45          | 1.45                        | 2.45           | 3.45                        | 4.45            | 5.45                         |
| Taipei                | 8.00                        | 9.00           | 10.00                       | 11.00          | 12.00                       | 1.00           | 2.00                        | 3.00           | 4.00                        | 5.00            | 6.00                         |
| Taipei                | 8.15                        | 9.15           | 10.15                       | 11.15          | 12.15                       | 1.15           | 2.15                        | 3.15           | 4.15                        | 5.15            | 6.15                         |
| Taipei                | 8.30                        | 9.30           | 10.30                       | 11.30          | 12.30                       | 1.30           | 2.30                        | 3.30           | 4.30                        | 5.30            | 6.30                         |
| Taipei                | 8.45                        | 9.45           | 10.45                       | 11.45          | 12.45                       | 1.45           | 2.45                        | 3.45           | 4.45                        | 5.45            | 6.45                         |
| Taipei                | 9.00                        | 10.00          | 11.00                       | 12.00          | 1.00                        | 2.00           | 3.00                        | 4.00           | 5.00                        | 6.00            | 7.00                         |
| Taipei                | 9.15                        | 10.15          | 11.15                       | 12.15          | 1.15                        | 2.15           | 3.15                        | 4.15           | 5.15                        | 6.15            | 7.15                         |
| Taipei                | 9.30                        | 10.30          | 11.30                       | 12.30          | 1.30                        | 2.30           | 3.30                        | 4.30           | 5.30                        | 6.30            | 7.30                         |
| Taipei                | 9.45                        | 10.45          | 11.45                       | 12.45          | 1.45                        | 2.45           | 3.45                        | 4.45           | 5.45                        | 6.45            | 7.45                         |
| Taipei                | 10.00                       | 11.00          | 12.00                       | 1.00           | 2.00                        | 3.00           | 4.00                        | 5.00           | 6.00                        | 7.00            | 8.00                         |
| Taipei                | 10.15                       | 11.15          | 12.15                       | 1.15           | 2.15                        | 3.15           | 4.15                        | 5.15           | 6.15                        | 7.15            | 8.15                         |
| Taipei                | 10.30                       | 1              |                             |                |                             |                |                             |                |                             |                 |                              |



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## THE CORONET

May 21st and 22nd, 1919.

at 5.15 and 9.15 p.m.

MRS. VERNON CASTLE

IN

## "THE GIRL FROM BOHEMIA."

## CAUGHT AT HIS OWN GAME

BRITISH GAZETTE NOS. 526-527.

Booking at ROBINSON'S.

### BISHOP OF OXFORD'S RESIGNATION. CHURCH AUTONOMY.

The Bishop of Oxford, Dr. Gore, has resigned his See for reasons that we set forth in the following correspondence:—  
CUNESPOX, Oxford, March 15th.

My dear Archbishop,—I am writing to tell you that I have decided to resign the See of Oxford. My main motive is the conviction, which has been growing in me for some time, that the best way in which I can use the rest of my life for the Church and other causes in which I am deeply interested, is by seeking such leisure as would enable me to do serious study, and to write something better than little books, and I hope to have the opportunity of more continuous preaching and speaking than my present position makes possible.

As you know very well, being bishop of such a See as this leaves one no chance for such leisure. I have had seventeen and a half years of being a bishop, and for me at least that is long enough. I used to discuss the matter with my predecessor, Francis Paget. We agreed that there was no obligation upon us to continue being bishops till we were decrepit. His life was cut short, alas! but I hope he approves what I am doing. I know I shall be told that it is wrong to resign in such critical times for the Church, and I can quite believe that when some anxious debate is taking place in Convocation or the Lambeth Conference I shall have a "bad moment" of doubt whether I am justified in being absent by my own act; but I have faced the question as well as I can and very often, and I am convinced that I am right on the whole. The crisis, I feel sure, in the Church will continue, and indeed, perhaps, become more acute in years to come, and I believe that I can serve the cause of reconstruction best by getting time for thinking, studying, writing, and preaching. I am not, of course, in any sense resigning my ministry, but only one kind of administrative office, which, in our enormous dioceses, with all the attendant work on central committees, gives no opportunity for these things.

Moreover, my resignation does not imply any kind of weakening in my allegiance to the great principles for which the Church of England stands, but only the choice of what is, I think, the better way of serving them. I must add that, while the main motive for resigning my bishopric is what I have described, the choice of the moment is partly due to the decision of the representative Church Council a few weeks ago about the future franchise. I am convinced that in abandoning the present basis of franchise, which includes confirmation, we have sacrificed principle to the desire for larger numbers on our rolls, and that largely for the sake of maintaining the national position of the Church. I know this does not represent your point of view or that of others of my friends who gave their vote for the baptismal franchise. But it represents, I think, the effect of the vote on the whole, and it leaves me in a very embarrassing position.

I cannot fight against a movement towards autonomy for the Church, to which for many years I have largely devoted my life, but I cannot any longer cordially co-operate with the movement now that it has placed itself on what, I think, is so false a basis. However, as I say, this is not my main motive. I don't want to lay any share of responsibility on you. I know you have formally consented by accepting the document of resignation, but you cannot force a man to continue in any office which he has conscientiously decided to resign. I propose to sign the document as soon as I have heard from you, and to announce the fact in the diocesan magazine for April, but to ask you to accept it and make it effective on July 1st, after which date I desire to be free. Perhaps I need not say that I don't propose to ask for or take any pension.

You know how grateful I feel to you for all your kindness and generosity to me over so many years. Yours affectionately and dutifully,

G. OXON.

THE PRIMATE'S REPLY.  
The Archbishop's reply is as follows:—  
Lambeth Palace, S.E., March 17th.  
My dear Bishop,—You will know of the distress with which you will know of the letter of March 15th. From many talks about such matters during recent years I have been aware of your personal feeling that it is as a teacher and writer rather than as the administrator of a diocese that you can most effectively serve Church and people, and it would therefore be unfair to yourself were I to say that your letter takes me altogether by surprise. I agree with you that a man cannot rightly be pressed to retain an office which he deliberately thinks it to be his duty to resign. I must not therefore oppose your decision, deeply as I regret it.

In the intimacy of our close friendship during so many strenuous years I have gained from you more than I can here express in words, and on the side which comes from such fraternal counsel I know that I can still confidently rely. Its usefulness to me has often been greatest on

(Continued at foot of next column.)

### COLONEL JOHN WARD.

When I first knew John Ward, writes the London correspondent of the *Pioneer* in the early days after the fall of the election of 1906, he called himself a navy. He looked as if he had been a good one. A big man and a brawny, he made no pretensions to subtlety of intellect. He spoke seldom, and his words were blunt. One recalls a pretty interchange of pleasantries between him and Major Anstruther Grey, a man nearly as heavy as himself. "The hon. member with the white hat," was the Major's description of the navy M.P., and Mr. Ward raised his wideawake with a sweeping air. They are both Lieutenant-Colonels now, but the navy has travelled farther than the Horse Guardsman, for to his C.M.G. has been added a C.B. It will be hard to resist the temptation to address him as Sir John when he returns war-worn and be-ribboned. He has worked well. He raised five Labour battalions; a transport in which he was senior officer was mined and when they all decided they were about to be drowned he marshalled his men with Birkenhead gallantry; and he went from the western front to the snows and perils of Northern Russia, where for aught I know he still is. An "old sweat" originally, he has climbed to signal rank and distinctions; and his swift career during the war tells better than a thousand lectures on democracy. I should hesitate to trust him with the management of my affairs in a dispute with a landlord, but I should welcome him as a commander if we had to repel an invasion. The war produced some amazing paradoxes. In the Common John Ward and Lord Hugh Cecil sat almost knee to knee. They both became military officers. One looked like a swashbuckler, the other like a university professor, wearing his khaki as if it were a hair shirt. Lord Hugh, lean and gaunt and sad, was once striding through a street in northern France, his eyes turned to the ground in melancholy meditation. "What bores you most in the army?" somebody asked. "That they won't let me carry an umbrella," was the reply.

### CANTON NEWS.

CANTON, May 20th.

BRITISH GUNBOAT AT YINGTAK.

Commander Li Kan-yuen, who is on the North borders, has reported that a British gunboat arrived at Yingtak on the 18th inst. This is the first foreign gunboat that has ever visited the place.

THE FLOOD.

It is reported that the flood on the East River is extending rapidly. Many places along the river are under water and the people are escaping to Canton and to the high levels.

THE SHANGHAI CONFERENCE.

It is reported that the Foreign Diplomats propose to deliver another note of warning on the subject of the suspension of the Shanghai Conference.

It is proposed that other envoys shall be appointed to continue the peace negotiations and it is stated that Shum Chun-huen will be the chief of the Southern representatives.

occasions whom our difference in opinion or conclusions, has been and has remained most wide. What I chiefly deplore for the whole Church's sake is the loss of your constant and faithful contribution to our united episcopal discussions, formal and informal, upon the problems and issues which we have daily to handle in matters both sacred and secular. You have unfailingly put before us with wide knowledge, large thoughtfulness, and fervid conviction, the aspect of each question which is most vivid to yourself, and I do not exaggerate when I say that the loss of that contribution seems to me at present to be almost irreparable. But we have work to do and we must go forward to the doing of it, each in his own way.

Of the particular occasion or incident which has given point to your final decision I will only say what you already know, that I cannot regard as you do either its character or its consequence. To discuss these in this letter would be useless and out of place.

I pray God that for many years to come, and long after my own working days are over, your learning, your devotion, and your personality may be as heretofore, at the service of the Church and people of England.—I am, yours affectionately,

RANDALL CANTUAR.

Dr. Gore, who has been Bishop of Oxford for nearly eight years, is 66 years of age. He was Bishop of Worcester and on the formation of the See of Birmingham, in 1905, he became its first bishop. He remained at Birmingham till 1911, when he was transferred to Oxford. Dr. Gore has been a prolific author, both of contributions to theology and practical expository works. Some of his publications, like his essays in "Lux Mundi," of which he was the editor, attracted widespread attention and no little criticism.

### HONGKONG GYMKHANA CLUB. PROGRAMME OF THE THIRD MEETING.

The programme of the third gymkhana meeting, to be held at Happy Valley, on June 7th, is as follows:—

FIVE FRALONGS RACE Handicap.—For all China ponies, in the Colony on May 1st, that have run in Hongkong and not won a race at official meetings, or Gymkhana since January 1st, 1919. Ladies' Nomination and similar events are not considered as races, winners of these events therefore being eligible, unless otherwise disqualified.

GYMKHANA STAKES.—Distance: One mile. For all China ponies. Catch weights at 10st. 6lbs. "Winners of an open race or open griffin race or ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5 lbs. extra." Non-winning subscription: griffins allowed 2 lbs.

A Cup to be run for five times, or as decided by the Committee, called the Gymkhana Cup will be presented at the end of the season, to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third.

CLASS HANDICAP: "A" Class: Once round.—For China ponies.

CLASS HANDICAP: "B" Class: Once round.—For China ponies.

LADIES' NOMINATION. Victoria Cross Competition. Dummies representing wounded men will be placed on the ground at a point indicated. Competitors gallop up under fire, over a low hurdle, lift dummies on to their saddles, and carry back to winning post. Open to members of the Jockey, Polo, and Gymkhana Clubs, Naval and Military officers, and members of the Mounted troops.

### "I LOVED HIM THEN; I LOVE HIM STILL."

GIRL RUNS AWAY FROM HOME.

A young Chinese, employed as a ticket-collector on the *Tai Ming*, appeared at the Magistracy, yesterday, on a charge of kidnapping a Chinese girl.

It appears that the girl, a comely and neatly-dressed young woman of about eighteen, became violently attached to the defendant, who reciprocated her feelings. One day she disappeared from her parents' house. Presuming that she had eloped with her lover, the parents instituted a search and found her, a few days ago, at No. 14, Second Floor, New Market Street, in the company of the defendant. They pleaded with her to leave the defendant, but the entreaties were unheeded. "I loved him then; I love him still. If I go, he comes with me," was the gist of her reply to her parents' request that she would return with them.

The defendant and she are alleged to have lived as man and wife at the house in New Market Street for well over three weeks. The parents communicated with the Police, who took the defendant into custody.

The case was merely mentioned yesterday, and the hearing adjourned till tomorrow.

It is understood that the charge will be altered.

### A COLOUR QUESTION.

The colour of a dog, alleged to be the property of a Chinese living at Lyndhurst Terrace, was the pivot on which a case turned at the Magistracy, yesterday. The owner had a licence for a black-and-white dog.

Sergeant Kirby told the Magistrate that the defendant's dog was a black one; consequently, the licence he held was not for the dog he now possesses. The defendant explained that his dog was a piebald animal; it had white marks on its fore-legs.

Sergeant Kirby: Besides the licence for the dog, the defendant had another licence for some tobacco. The names on the backs of the licences are different. I questioned the defendant, and he said he had two names.

Mr. Lindell: What has that got to do with this case?—Sergeant Kirby: The names are different.

Mr. Lindell: But how does it affect the case so far as the dog is concerned? For the case over till next week. There seems to be some information lacking.

### THE OLD EXCUSE.

"That's the old excuse again," said Mr. Lindell, yesterday, to a Chinese charged with pawing some clothes, knowing them to be stolen articles, and, by way of subterfuge, blaming a friend.

"My friend stole them and told me to pawn them," pleaded the defendant.

Mr. Lindell: If he told you to commit suicide, would you do it? Three weeks.

### HOW TO GET ON IN HONGKONG.

"If you want to get on in Hongkong, you must leave your evil habits behind in the country and behave here," said Mr. H. E. Lindell to a Chinese charged with stealing a blanket. "This being your first offence, I sentence you to three weeks' imprisonment."

### COMPANY REPORT.

PEAK TRAMWAYS CO., LTD.

The report of the Directors for the year ending April 30th, 1919, for presentation to the shareholders at the ordinary annual general meeting of the Company, on May 29th, states:—

The net profit for the twelve months, after deducting Directors' fees and General Managers' remuneration, amounts to \$22,912.48. To which has to be added the balance brought forward from last account \$2,948.08.

Making available for appropriation \$25,758.56.

The Directors recommend that a dividend at the rate of 7 per cent. per annum be paid to shareholders, absorbing \$21,000, that the amount at debit of electrification scheme expenses, viz., \$244.38 be written off, and that the balance of \$3,514.26 be carried to a new profit and loss account.

Dr. J. W. Noble and Hon. Mr. David Landale having resigned, their places have been filled by Messrs. A. O. Lang and John Johnstone, respectively. In accordance with Rule 73 of the Company's Articles of Association, Mr. J. Scott Harston, Mr. C. S. Gubbay, Hon. Sir C. P. Chater, C.M.G., Mr. A. O. Lang and Mr. John Johnstone retire but offer themselves for re-election.

### PROFIT AND LOSS ACCOUNT.

Dr.  
To loss and subsidiary and silver coins ..... \$ 62.45  
To coals and stores ..... 18,607.76  
To charges ..... 3,133.06  
To maintenance and repairs ..... 9,547.34  
To rates, Crown rent and fire insurance ..... 2,958.50  
To salaries and wages ..... 23,604.19  
To office rent and clerks' salaries ..... 8,000.00  
To remuneration to directors ..... 2,500.00  
To remuneration to general managers 5 per cent on gross earnings ..... 4,086.18  
To balance as per balance sheet ..... 22,912.48  
\$ 53,923.97

Cr.  
By traffic receipts ..... \$ 80,665.08  
By rents ..... 610.00  
By interest and dividends received ..... 6,123.08  
By transfer fees ..... 0.00  
By profits and investments realised ..... 6,516.80  
\$ 93,923.97

### BALANCE SHEET.

Liabilities.  
Authorised capital \$750,000 divided into 75,000 shares of \$10 each ..... \$7,500,000  
Issued capital 25,000 shares fully paid up ..... \$250,000.00  
Issued capital 50,000 shares \$1 paid up ..... 500,000.00  
Reserve fund as per last account ..... \$85,000.00  
Reserve fund since added ..... 5,000.00  
Unexpired season tickets ..... 4,063.75  
Unclaimed dividends ..... 3,103.70  
Investment fluctuation account ..... 8,710.00  
Sundry creditors ..... 9,500.44  
Profit and loss a/c from last year ..... \$ 2,948.08  
Profit and loss a/c for the year ..... 22,912.48  
25,758.56  
\$420,845.05

Assets.  
Permanent way and concession old line as per last account ..... \$200,000.00  
New line and extension account as per last account ..... 31,516.29  
Stations, Crown leaseholds and buildings as per last account ..... 41,055.17  
Grading line ..... 49,672.06  
Rolling stock ..... 26,265.00  
Office furniture ..... 500.00  
Coals and stores on hand ..... 639.17  
Sundry debtors ..... 1,252.74  
Shares in public companies at market value ..... 51,700.00  
Electrification scheme expenses ..... 244.36  
Cash in bank ..... \$12,979.87  
Cash and compondore orders in hand ..... 4,232.92  
71,212.56  
\$420,845.05

J. SCOTT HARSTON,  
C. P. CHATER,  
Directors.  
JOHN D. HUMPHREYS & SON,  
General Managers.

### HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending May 17th is as follows:—

|           | Receipts for week | Aggregate receipts for 20 weeks |
|-----------|-------------------|---------------------------------|
| This Year | \$18,168          | \$281,881                       |
| Last Year | 12,052            | 207,318                         |
| Increase  | 6,116             | 74,563                          |



# HONGKONG'S SHIPBUILDING INDUSTRY.

## LAUNCH OF THE "WAR DRIVER."

### INTERESTING CEREMONY AT TAIKOO.

The Taikoo Dockyard was the scene of much animation yesterday morning, when the *War Driver*, a standard ship, built for the Shipping Controller by the Taikoo Dock and Engineering Company, was successfully launched.

Visitors to the ceremony, of whom there was a large crowd, were conveyed to Taikoo by the Company's launches and arrived at a pier which was gallily be-decked for the occasion. A large platform had been erected near the slip-way, and here the gathering assembled. Among those present were H.E. the Officer Administering the Government, Lady Tudor, Commodore Gurner, the Hon. Mr. W. Chatham, C.M.G., the Hon. Mr. S. H. Dodwell, the Hon. Mr. E. D. C. Wolfe, the Hon. Mr. C. McL. Messer, Mr. W. Ross Thomson, Mr. G. M. Young, Mr. A. Shilton Hooper, Mr. W. L. Pattenden, Mr. J. W. Graham, Flag-Capt. Fisher, Colonel Clement-Smith, Capt. Carrington, Mr. C. E. H. Beavis, M. Paul Kremer, Mr. R. Ponsonby-Fane and Mr. Yasuda.

The vessel, which is of about 8,100 tons deadweight capacity, was dressed with myriads of small flags, and a bottle of champagne was suspended from her side by a ribbon. Lady Tudor, who performed the christening ceremony, said: "I name this ship the *War Driver*, and wish her all success and speed in her journey." The bottle of champagne was then broken against the side of the vessel, which slid down gracefully into the water, amidst the applause of the spectators, the firing of crackers, and the tooting of horns.

Following the ceremony all present partook of champagne and other refreshments.

Mr. Ross Thomson, addressing the gathering, said: Your Excellency, Lady Tudor, ladies and gentlemen, on behalf of the Taikoo Dock and Engineering Company I wish to thank you all most heartily for having come here to-day to assist us in the launching of the *War Driver*, an event which marks a further step forward in the progress of this Company and also a further step in the shipbuilding development and industry of the Colony. This vessel is not the biggest that has been launched by this Company, but the occasion is unique in that this is the first standard vessel which we have had the privilege of constructing to the order of H.M.'s Government, and, as such, it is evidence of the fact that the fame and reputation of this yard and of Hongkong as a shipbuilding centre has been extended, giving wider and earning the confidence of the greatest shipping authorities of the world. We would have liked to have completed this vessel and her sisters, of which you may have noticed three alongside in various stages of construction, before the Armistice was declared. It was not the Company's fault, however, that it had none of these vessels in commission before the greatest pressure on the tonnage of the Empire had passed. This was solely due to the inability of the Government to give us priority for the necessary steel to enable us to get to work on these vessels. The first material reached us in October, and the keel of the *War Driver* was laid at the end of that month. We have launched her to-day, her engines and boilers are ready to be put into place, and we confidently expect that on July 10th she will be ready to take her place and share her part in the world's commerce. (Applause.) I think under the circumstances there is no better record of a vessel of that size being completely built by Chinese labour in such a short time. The *War Driver* is one of the well-known standard design steamers, and is classed under Lloyd's 100-A1. It is 413 feet in length, 52 feet 2 inches in beam, and 31 feet 2 inches in depth, and has a capacity of 8,100 tons deadweight.

The shipbuilding industry of this Colony suffers from certain disadvantages in being so far removed from the source of supply of materials necessary for it, but in my opinion these disadvantages are set off by certain advantages we enjoy, which I think will insure the future prosperity of the industry in this Colony. The recent events have brought H.M.'s Navy and the merchantmen of the Empire into closer contact than, perhaps, they have ever been before, and I consider it a happy omen for the future of this vessel that we have been fortunate enough to persuade Lady Tudor, the wife of the Commander of the Fleet out here, to so gracefully perform that part of the work for us that removed the *War Driver* from the cradle of her infancy to take her place on the bosom of the ocean which will be her future home. I wish to thank you, Lady Tudor, most deeply for your kindly interest in this vessel, and I ask you to accept this small souvenir of the occasion. I ask all to rise and drink with me to the success, long life, and prosperity of the *War Driver*, coupled with the toast the name of Lady Tudor, whom I have great pleasure in asking to accept this small token as a souvenir of the occasion.

Mr. Ross Thomson then handed Lady Tudor a diamond brooch, after which the toast was heartily honoured.

Commodore Gurner: Mr. Ross Thomson, ladies and gentlemen, Lady Tudor has asked me to thank you for the honour you have done her in inviting her to launch the *War Driver*. It is a fine achievement to build such a ship in Hongkong, and I hope she is only a forerunner of many more, and even larger, ships to be built in the days to come. I understand that both iron and coal have been discovered in the vicinity of Hongkong. Some day, no doubt, these will be workable. Add to them the supply of cheap labour which is always at hand, and you have all you require, and ought, to be able to compete with any other yard in the world. Messrs. Butterfield & Swire are agents for the finest cargo ships afloat, and when they start to design and build for themselves will have a grand opportunity of trying to improve on these ships. When I say improve, I mean in every respect—accommodation, cargo capacity, facilities for dealing quickly with cargo, and also speed. This last is a thing I can speak of with feeling, as I have escorted convoys across the Atlantic from their original inception until the end of 1917. It was my ill-fortune never to have a cargo convey with a speed greater than 8 knots on paper, which in practice seldom, if ever, exceeded 7½, even in fine weather. Now it seems to me that the cost of coal expended for getting extra speed up to a certain point is more than counter-balanced by the number of trips a ship could do in a year. In this connection I would like to tell you some of the difficulties one had to contend with in the class of convey I mentioned, which was over 20 ships. We cruised in 4 columns until we got to the danger zone, and then we re-organised the convey into 8, with 4 ships in each column, the object being to present as large a front as possible to any lurking Fritz. If he saw a mode of ships going straight at him like this, his one object would be to get out of the way, either by getting on to the flank, where he could get in a shot, or by deep diving where he had no chance of being rammed. In either case, by the time he came up to periscope distance again the convey might, owing to an irregular zigzag, be miles away from him and out of range, or he might find them still heading for him.

One great trouble was to make the masters of ships keep station. Each ship was supposed to be 100 yards from the next ahead. This was seldom realised for the whole convey, and I have had, when in this formation, a line of ships five miles in length. And, mind you, this was when I had only 8 destroyers, one on each flank, to protect the whole convey. You can see how utterly impossible it was to guarantee any sort of protection under these conditions. Now, extra speed would have made this a fairly simple matter, and one could have kept the ships together, as I will show you; but often, I regret to say, the men in them were incapable of seeing the necessity of close order. One day going up Channel I had the oiler *Wabasha*, a ship that was in here some months ago, torpedoed. Within five minutes I was going 16 knots, and I can only state the fact that I was not dropping those 8 knots tramps anything worth speaking of. Now I have told you these things so that you should understand our difficulties, but I would have you know that the great majority were men who honestly did their best, and towards the end of the time, when they had attended the various classes which were set up at the various ports for instructing them in anti-submarine measures, there was a great improvement indeed. Naturally, it was the intelligent men who tried their utmost to carry out orders, and as a rule, they were found in the better class ships.

During the war the two services have mixed up so intimately that I hope and feel sure that a far better understanding now exists between the Royal Navy and the Mercantile Marine than ever was the case before. Personally, as you will have gathered, I have had a great deal to do with a large number of Captains of mercantile ships, but it is only the few of the kind I have called attention to that we want; not to eliminate, but to train up to better things, until they are fit to uphold the honour of their flag and their house against all concerned and in all seas. Now this is a levelling age and all men are equal, or they wish to be so, but the thing that we must try to do is to level up and not down. Now to my point. The way to do this is by providing better accommodation for the officers and crews, companies of all ships. In fact, generally improving the conditions of life at sea. I feel strongly on this point, and speak with a hope of doing something for our brothers in the Merchant Service, as I am sure better conditions of life, better accommodation, and more consideration than they have hitherto received in ships—(Applause)—will lead to better educated men than we now find in some of the ships that are knocking about the ocean.

Now just one more thing about making the ship fit the trade, and not the trade the ship. In pre-war days we had the bulk of the carrying trade of the world, but it was seriously menaced by the Germans, and in a few years if there had been no war I honestly believe that they would have cut in considerably more than we liked. One of the reasons for

this was that they made the ship fit the trade. As an example, I will tell you of one case that came under my own observation some years ago.

Commodore Gurner here related how the Germans trading on the Hoogly built their ships especially for the trade with cable wires aft, thus saving a great amount of time.

Continuing, the Commodore said: No doubt the Germans were subsidised heavily, but now that we have to build many new ships I feel that, in many instances, a little forethought is all that is necessary to get a perfect machine to work with. In conclusion, the Commodore expressed all good wishes to the *War Driver* in her future life, and to Taikoo Dockyard for all time. (Applause.)

His Excellency: On behalf of the Government, I desire to congratulate the Taikoo Shipbuilding and Engineering Company on having launched their first standard ship, and I wish it every prosperity in the future. I ask you all to drink to the continued and increasing success of the Company, coupling with the toast the name of Mr. Reid, who has been responsible with his excellent staff for the work which has been done. (Applause.)

In acknowledgment, Mr. Reid said: I thank you very much indeed on behalf of myself and the staff of the Dockyard for your kind expressions. All I have to say is that we have done our very best to give to the world our best by building standard ships. We are only sorry that we are a matter of a year behind the time. We fully intended that the ship should have been ready earlier, but our friends the steel manufacturers said "No, we are sorry we cannot do it."

When the material came along we set to work, and I think we have proved we can build a ship in Hongkong in very quick time. The result is very creditable to Chinese labour. I am quite satisfied myself that Chinese labour backed by a good European staff in this port will be able to turn out ships as good as those which can be built in any other part of the world. I hope in a very short time that you will see very much larger ships built in this yard, than the one launched to-day. The Commodore had a few things to say about design, but unfortunately we have not the last say in the matter. The owner is the man, and he is always asking—How much will the ship burn a day? He looks at it from a very hard-headed, common-sense point of view. We all like to have fast ships when going home—though not coming back—but we are entirely in the hands of the owners. We are indebted to the superintendents and to the surveyors, who have done yeoman service in assisting us to turn out a thoroughly satisfactory job, which I am sure the owners of the *War Driver* find we have done for them. (Applause.)

**DESCRIPTION OF SHIP.**  
The *War Driver* is one of the well-known standard design steamers ordered during the war by the Shipping Controller. The vessel, which is classed under Lloyd's 100-A1, has been built under special survey and is 413 feet over all in length, 52 feet 2 inches beam and 31 feet 2 inches in depth to upper-deck. Two complete steel decks are fitted, with steel fore-castle, bridge and poop decks, the latter deck being wood-planked. A cellular double bottom for water-ballast has been arranged throughout, and the pens are also available for water ballast. Several water-tight bulkheads are fitted in the vessel, forming four cargo holds and reserve coal bunker. The cargo hatches are exceptionally large, and suitable for the working of bulky cargo; two steam winches are placed at each hatch, with derricks fitted to table round the mast. The vessel has two steel masts fitted with telescopic topmasts arranged to suit the Manchester Canal Bridges. The accommodation for the captain, officers and engineers is on the bridge deck in a central deckhouse and wing houses. Apprentices are accommodated at the aft end of the bridge 'tween decks. A smoke-room for the use of officers and engineers has been fitted up on the bridge deck about the engine skylight. The crew are berthed aft under the poop deck. Electric light is installed throughout the vessel, also a Marconi installation for wireless telegraphy. A steam warping winch is fitted on the fore-castle deck for anchors and for warping the vessel, and steam steering gear at the aft end of the casing on the upper deck with control on the navigating bridge. Steam heating has been installed for all 'midship accommodation, and stoves have been fitted in the crew spaces. Ventilation of the holds and living rooms has been amply provided for. The vessel will carry about 8,100 tons deadweight on 25 feet 1 inch draft, and a speed of 11½ knots on trial is anticipated.

The propelling machinery consists of one set of triple-expansion surface-condensing engines, having cylinders 27, 44 and 73 inches diameter with a stroke of 48 inches. Three single-ended multi-tubular Scotch boilers, 15 feet 6 inches diameter by 11 feet 6 inches long, will supply steam at 180 lbs. pressure, working under Howden's system of forced draft. Auxiliary machinery consists of Weir's feed pump, Weir's general donkey pump, Weir's ballast pump and evaporator. The engines and boilers have been constructed entirely by the Taikoo Dockyard and Engineering Company.

## AIRING HER FEET!

### WOMAN LOSES HER SLIPPERS WHILE DREAMING RICHES.

A Chinese woman was consulting a fortune-teller, and whilst she was intent upon the visions of riches and future prosperity that was to be portioned at no distant date, a little boy, barely three-and-a-half feet high, is alleged to have carried away her slippers.

The boy was arrested and produced before Mr. Lindell, at the Magistracy, yesterday. He denied having committed the offence.

The complainant said she was sitting on the verandah, speaking to a man, when she saw three boys running away—one of them with her slippers.

Mr. Lindell: You said nothing about taking them off. Did the boys pull them off your feet?—Witness: "Do you think I would let these 'little brats' do such a thing? (In a lordly tone) I had taken them off to air my feet! (Laughter.)"

Proceeding, the complainant said she missed her slippers and saw defendant running away with them.

The Magistrate reminded her that she said she saw three boys running away.

Complainant: That may be. But defendant had my slippers.

On being asked whether she was sure she saw defendant in possession of her slippers, she replied: One of the three must have taken them. It is sufficient for me if one is punished, I am sure I saw one of the boys with them.

Mr. Lindell: The fact is you did not see anything of the sort. You missed your slippers, saw three boys, raised an alarm, and had one arrested. That will not do. I discharge the defendant.

## A BOY THIEF.

### HIS CHARGE AGAINST A CONSTABLE.

A little lad, hardly as high as the dock, was charged before Mr. R. E. Lindell, at the Magistracy, yesterday, with the theft of a purse.

The little culprit whimpered that he did not commit the theft. He was walking along and saw a purse on the ground. He did not even pick it up. Suddenly he was chased and arrested.

Mr. Lindell: But there is evidence that you stole the purse.—Defendant:—Oh, yes constables are very clever in concocting false evidence. The constable has taught the complainant to say that I robbed him.

The complainant described how the theft was committed. The defendant was approaching from the opposite direction. Suddenly complainant felt a peculiar tug at his coat, and saw the defendant running away. He searched his pockets and found his purse missing.

Mr. Lindell (to complainant): Why do you put your purse in such a prominent position? Why can't you put it in your inside breast-pocket?

Mr. Lindell (to defendant): Why did you do this?—Defendant: I am not guilty. I did not do it.

Mr. Lindell: You did, and you'll get what you deserve. Fourteen days in gaol, and twelve strokes with the birch.

## "SAUCING" A POLICEMAN.

A Chinese was charged before Mr. Lindell, at the Magistracy, yesterday, (1) with assaulting an Indian constable, and (2) with obstruction.

According to the complainant's version, the defendant, a hawker, put his tray down by the side of the road skirting the Praya. Complainant told him he should not sell there, and asked him to "move on." When he returned a few minutes later, he found the defendant still in the same position, and arrested him. As he did so, the defendant threw a "dish" with an yellowish sauce at him, spoiling his clean uniform.

Defendant denied this saying that the "sauce" was spilt on the policeman's clothes during the struggle that ensued when the constable arrested him.

Mr. Lindell fined the defendant \$3 on the second charge, and acquitted him on the first, remarking that it was fairly obvious that the constable "soiled his clothes in the course of the struggle."

## THE S.S. "NANKING" REQUISITIONED.

The United States Government has requisitioned the *China Mail Steamship Co.'s* liner *Nanking* for the conveyance of troops from Vladivostok to San Francisco, and all passenger and freight bookings made for the sailing of this vessel on June 14th have, therefore, been cancelled under instructions from the U.S. Government. Passengers who have paid deposits to secure their reservations by the June sailing of the *Nanking* may secure a refund upon application to the local offices of the Company.

# LANE, CRAWFORD & CO.

## AT LAST

WE CAN SUPPLY THE FOLLOWING ITEMS FROM STOCK

"JAQUES"

WATER POLO BALLS

"TAYLORS"

## CROQUET SETS, LAWN BOWLS,

TENNIS POSTS

TENNIS BALLS

TENNIS NETS

FOR

HARD AND GRASS COURTS

INCLUDING

AYRES', SLAZENGER'S, SPALDING'S, WRIGHT AND DITSON'S.

(SLAZENGER'S AND SPALDING'S PACKED IN METAL BOXES).

GOLF TEES

GOLF BALLS

HICKORY SHAFTS

INCLUDING

SILVER KINGS (GREEN LOTS) \$1.10 each.

ARCH COLONELS (TWO WEIGHTS) \$1.10 each.

PLUS COLONELS (YELLOW DOTS) \$1.10 each.

GLORY DIMPLIES, MIDGET DIMPLIES, DOMINO DIMPLIES. \$1.00 each.

\$1.00 each.

\$1.00 each.

THE "BOB" 60 cents each

PATENT COLONELS \$1.00 each

## INDOOR GAMES

INCLUDING

"MINORU,"

"MANIFESTO,"

"ROULETTE."

SPECIAL TERMS TO CLUBS, COLLEGES AND SERVICE TEAMS.

# VICTORIA THEATRE

9.15 p.m. WEDNESDAY, 9.15 p.m.

THE

Biggest Attraction on the screen to-day

CHARLIN CHAPLIN

## HIS FIRST MILLION DOLLAR COMEDY "A DOG'S LIFE"

There are as many laughs as the pup in this picture has fleas.

TOTO

in

## NIPPED IN THE BUD.

7.15 P.M.

TO-NIGHT

7.15 P.M.

MRS. VERNON CASTLE

in

## MARK OF CAIN.

BOOKING AT ANDERSON'S.

T14

# MACARONI, VERMICELLI, NOODLES, AND ALL KINDS OF PASTE. AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply: CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known "Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2899.

Manufactory:—19/23, ARGYLE STREET, Mongkok, Tel. No. K368. Hongkong, March 2nd, 1910. (428)

**Powell Ltd.**  
TELEPHONE 346

"ATLAS" REGD.

## SHIRTS AND PYJAMAS

WEAR

AND

DYE

GUARANTEED.

Now stock just received

in SMART DESIGNS

in TAFFETA, FLANNEL

ZEPHYR, OXFORD,

etc., etc.

WITH STIFF or SOFT DOUBLE CUFF.





## NEW ADVERTISEMENTS

## ROYAL HONGKONG GOLF CLUB

PROFESSIONAL PAIRS COMPETITION will take place over HAPPY VALLEY COURSE. Match play under Handicap. Entrance Fee—\$2 each player—close MAY 21st, 1919, at the Club Pavilions or with the undersigned.

C. L. SANDES,  
Hon. Secretary,  
MERCANTILE BANK.  
[782]

## HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the Members of the above Society will be held on THURSDAY, JUNE 5th, at 5.15 p.m. in the Hon. Secretary's Office, 11, Chater Road (Hongkong Club Annex).

AGENDA:  
(1) To receive and pass the Committee's Report and Statement of Accounts, (2) Election of Officers and new Committee for ensuing year.

H. B. L. DOWBIGGIN,  
Hon. Secretary.  
Hongkong, May 20th, 1919. [783]

## WANTED.

ADDITIONAL STEWARDRESS for S.S. "NEURALIA" for voyage to London.  
Full parties are on application to—  
MACKINNON MACKENZIE & CO., Agents.  
[784]

## SIEMENS CHINA ELECTRICAL ENGINEERING COMPANY, (HONGKONG) LIMITED.

SIEMENS CHINA COMPANY—BERLIN, FRANKFURT, AUGUST EHRHARDT.

CREDITORS are required to send in their Claims against the above to the undersigned, Alexandra Buildings, Des Vaux Road, on or before SATURDAY, MAY 31st, 1919.

C. BERNARD BROWN,  
Liquidator.  
Hongkong, May 19th, 1919. [785]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"KUMRANG"  
having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by May 27th, at Noon will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.  
No fire insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
Hongkong, May 20th, 1919. [786]

## THE LIVERPOOL &amp; LONDON &amp; GLOBE INSURANCE CO., LTD.

NOTICE IS HEREBY GIVEN that, owing to the Undersigned proceeding home on leave, Mr. HIGBY H. F. KEWLEY will take charge of the Company's Hongkong Branch as Acting Local Manager as from MAY 21st.

JOHN D. HUMPHREYS & SON,  
Acting Local Manager.  
Hongkong, May 19th, 1919. [773]

## HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All moneys paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.

UNION INSURANCE SOCIETY OF CANTON, LTD.  
Hon. Secretary. [739]

## G. E. IMPORTS AND EXPORTS DEPARTMENT.

NOTICE.

THIS DEPARTMENT will be open for all purposes till Noon on SATURDAY, MAY 24th. Licensed Warehousemen will be entirely closed on that day.

D. W. TRATMAN,  
Superintendent,  
Imports and Exports.  
Hongkong, May 19th, 1919. [778]

## HONGKONG POLO CLUB.

EMPIRE DAY.

WATHER PERMITTING, a POLO CLUB GYMKHANA will be held at the "Broomfield" Happy Valley (by kind permission of the Stewards Hongkong Jockey Club) on SATURDAY next, MAY 24th, at 4 p.m. Admission \$1.00 (including Tea) Children under twelve Half-price.

Programme includes—  
Turf Racing, Handicap Races, Mounted Combat, &c., &c.  
Cash Sweepstake.  
S. E. GRIMSTONE,  
Hon. Secretary.  
Hongkong, May 19th, 1919. [774]

## INTIMATIONS

## THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned TO-DAY (WEDNESDAY), MAY 21st, 1919, at 11.30 a.m.

The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 7th May to the 31st May, both days inclusive.

Immediately after the above-mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles purpose to ask the Consulting Committee to sanction a call of \$50 per share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will, under Article 104 (p), ask for the sanction of the Consulting Committee to the payment of a Special Dividend of \$50 per share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be closed for an additional 14 days, i.e., until and including the 4th June, 1919.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, April 30th, 1919. [708]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and Queen's Buildings, Hongkong, on THURSDAY, MAY 22nd, 1919, at 10.00 a.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.

The TRANSFER BOOKS of the Society will be CLOSED from May 15th to May 22nd, both days inclusive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 9th, 1919. [738]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and Queen's Buildings, Hongkong, on THURSDAY, MAY 22nd, 1919, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.

The TRANSFER BOOKS of the Company will be CLOSED from May 15th to May 22nd, both days inclusive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 9th, 1919. [738]

## BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and Queen's Buildings, Hongkong, on THURSDAY, MAY 22nd, 1919, at 12.45 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.

The TRANSFER BOOKS of the Company will be CLOSED from May 15th to May 22nd, both days inclusive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 9th, 1919. [737]

## A. S. WATSON &amp; CO. LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on FRIDAY, the 23rd day of MAY, 1919, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 19th day of May to Monday, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, May 13th, 1919. [748]

## PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on THURSDAY, MAY 22nd, 1919, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending April 30th, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 31st instant, both days inclusive.

PEAK TRAMWAYS COMPANY, LTD.,  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, May 20th, 1919. [780]

## FOR SALE.

A PORTABLE GARAGE, with all appliances, and a five-seater Car used only 14 months. No reasonable offer will be refused. Owner leaving Colony.  
Apply—  
Care of "Daily Press" Office.  
[778]

## INTIMATIONS

## THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the year ending 30th June, 1919.

THE BOARD having declared an INTERIM DIVIDEND of One Shilling per Share, free of Income Tax, for the year ending 30th June, 1919, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 13 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.  
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.  
THE HUBBARD & BURNETT BANK.  
THE BANQUE BEIGES POINTE D'ETRANGER.

The Payments will be made in either Dollars or Taels at the holder may wish at the buying rate of exchange of the day.

THE RAILWAY MINING ADMINISTRATION.  
Hongkong, May 16th, 1919. [706]

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.

FAVOURED with instructions from The Concerned,

will sell by Public Auction TO-EAY (WEDNESDAY), May 21st, 1919, at 2.30 p.m., at his Sales Room

A QUANTITY OF SHIPCHANDLERS' AND MISCELLANEOUS GOODS.

Terms—Cash on Delivery.  
Hongkong, May 14th, 1919.

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.

FAVOURED with instructions from the WING SUN & Co., Tailors, with sell by Public Auction, on THURSDAY, May 22nd, 1919, at 2.30 p.m., at their shop No. 71, Queen's Road Central.

All the Furniture, Fixtures, and Sundries, Also

1 Safe.  
Terms—Cash on Delivery.  
Hongkong, May 21st, 1919.

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.

FAVOURED with instructions from The Concerned,

will sell by Public Auction, on SATURDAY, May 24th, 1919, at 2.30 p.m., at his Sales Room.

EXCELLENT HOUSEHOLD FURNITURE

Comprising—  
1 Chesterfield Couch and Arm Chair, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Brass Kettles, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Table, Extension Dining Table, Bevelled Mirror, Wardrobes, Hat Stands, Dining Chairs, Silver Ware Cabinet, Teak Bookcase, Dinner Crockery, Glassware, Ornaments, Pictures, Curtains, Bed Sheets, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Sets, Electric Hoarding Lamp, Cabinets, Sideboards and a long line of Sundries.

Catalogues will be issued.  
Terms—Cash on Delivery.  
Hongkong, May 20th, 1919.

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.

FAVOURED with instructions from The Concerned,

will sell by Public Auction, on TUESDAY, May 27th, 1919, at 2.30 p.m., ONE OF THE LARGEST AND OLDEST STOCKS OF CHINESE PORCELAINS AND CURIOS EVER PLACED ON AN AUCTION FLOOR FOR SALE.

A Large Variety of 2-coloured and 5-coloured Vases and Plates, Blue and White Vases, and Figures, etc., including Lacquer Screens, Paints, Old Chinese Engravings and Kakemonos and a long line of Sundries.

Catalogues will be issued.  
Terms—Cash on Delivery.  
Hongkong, May 20th, 1919. [824]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-DAY (WEDNESDAY), May 21st, 1919, at Noon, at his Sales Room, Duddell Street.

The Wreck of the S.S. "CHIYO MARU" as she now lies off the Lema Islands.  
Terms—Cash on fall of the hammer, when vessel will be at purchaser's risk.  
GEO. P. LAMBERT,  
Auctioneer.  
[740]

## INTIMATION

## WATSON'S FORMAZONE

(REGISTERED).

A Refreshing, Invigorating and

and Palatable Drink. Particularly

suited for Tennis, Shooting and

Bathing Parties.

Plats \$1.20 Per Dozen.

Splits 70 Cts. . . .

A. S. WATSON & CO.,

LIMITED.

AERATED WATER MANUFACTURERS

TEL. 436

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C.

LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 21st, 1919.

EXCESS PROFITS DUTY AND INCOME-TAX.

There are two passages in the recent Budget speech of the Chancellor of the Exchequer which are of more than academic interest to Britons overseas.

One of these is the announcement that the Excess Profits duty will be continued as a temporary measure for another year, but will be reduced from 80 to 40 per cent.

The other is that the Income-Tax will remain unchanged pending the report of the Royal Commission which has been appointed to inquire into its incidence. It was confidently anticipated that there would be a large reduction in the Excess Profits duty, which has proved such a fruitful source of revenue since it was introduced. Last year it was estimated to produce three hundred millions sterling, which represented considerably more than one-third of the whole revenue of the country.

For the ensuing twelve months, the yield is placed at only fifty millions sterling. Thus, while the duty is reduced by one-half, the yield is expected to fall to one-sixth, owing to the changed conditions brought about by the cessation of hostilities. In view of the great indebtedness of the nation it may seem surprising that there should be any abatement of the tax, but its continuance at the former high level threatened to prove a serious hindrance to business enterprise, which is so necessary if Great Britain is to rise to the needs of the present-day. The most elementary sense of justice called at the idea that some men should be allowed to wax fat upon the war while their less fortunate fellow-countrymen were called upon to sacrifice everything for its sake, but when the nation resumes its normal life it would be foolish so to restrict profits as to remove the means

and the incentive to industrial and commercial development. With an Income-tax at its present height there does not appear much room for expansion. This impost was introduced in 1799 by Pitt as "an aid and contribution for the prosecution of the war," was repealed in 1815, and was revived by Sir Robert Peel in 1849. It rose as high as 1s. 4d. in the £ in 1855-7 and fell as low as 2d. in the £ in 1874-6. The standard rate now is 6s. in the pound, but there is graduation and differentiation according to the amount of income and whether that income is earned or unearned. There have been complaints for some time past of anomalies, and these have become louder as the tax has risen to its present abnormal level. It is objected, for example, that the allowance made for depreciation of machinery is inadequate, and that this unjust to lump the incomes of a man and his wife together in determining the rate to be charged, instead of regarding them separately, as in the case of unmarried people. Then, of course, there is the old grievance of Companies registered in the United Kingdom and earning their dividends abroad. It is pointed out that where their real field of activity is in one of the self-governing British Dominions they are called upon to pay a double tax, which is both an injustice and an obstacle to imperial development; and that where their operations are carried on in a foreign country the diminution of the return upon the capital invested prevents foreign participation and robs the enterprise of the consideration of the State which this would ensure. Since the Finance Bill of 1909 no exemption or other form of relief dependent on the total amount of income has been given to persons not resident in the United Kingdom. It is pointed out that until comparatively recent years the proportions between direct and indirect taxation were 52 and 48, as compared with 81 and 19 to-day, and it is urged that some attempt should be made to restore the old balance. It will be interesting to see whether this demand becomes widespread in consequence of the redistribution of wealth which has taken place during the past four or five years. There are fourteen million fund holders now as compared with 350,000 before the war, and the increases of wages have brought a large body of workers within the range of the Income-tax who were formerly exempt. There can be no doubt that direct taxation, if properly proportioned to the means of the individual, and impartially applied, is a very fair method of raising revenue.

The North China Athletics were staged on Monday night by the members of the South China Athletic Football Club at their headquarters in Sharp Street. Last evening the C.R.C. were "At Home" to the visitors who are leaving to-day for North China.

As a result of a boulder falling at Chang-lee Island, on Monday, an Indian stone-cutter was crushed to death. A Chinese who happened to be passing by at the time was killed, and two other Indians were seriously wounded and removed to Hospital.

Amongst those who arrived in the Colony yesterday on the *Kumgang* was Mr. G. H. Fox, of the F.M.S. Railways, who acted as General Manager for a year during the absence of Mr. P. A. Anthony in Australia. Mr. A. A. Claxton returned to Hongkong by the same steamer.

Sir William Rees Davies, K.C., reserved judgment yesterday in the case in which Lo Shut Po claimed the return, from the Custodian of Enemy Property, Hongkong, of the sum of \$40,000, which he paid in 1907 and 1909 as security for the performance of his duties as Comptroller of the now defunct firm of Reuter, Brockelmann & Co.

The Russian Volunteer Fleet steamer *Indigirka*, which left Hongkong yesterday for Vladivostok, took away the eight Russian Bolshevik prisoners who were captured in Persia and brought to the Colony a few days ago on the *Dilwara*. The prisoners were in charge of a guard supplied by the Manchester Regiment, under the command of Lieut. Newton.

Owing to the impending shortage of foodstuffs in British Malaya, a meeting of representative planters, merchants, estate agents and others last week resolved to recommend the F.M.S. Government to institute a system of rationing on the lines adopted by Great Britain in respect to rice, wheat, and wheat flour, and fully to control these foodstuffs, fix prices and grant subsidies. Further that the Government take all interested into its confidence and make a full disclosure of all information in its possession as to stocks, holders and probable supplies, week by week for three months ahead. A deputation subsequently waited on the High Commissioner, when, it is understood, Government favoured taking over control of all rice. As to rationing, the High Commissioner emphasised the difficulties of supervision but promised full consideration. It is understood that special arrangements are being made to import at once a considerable quantity of rice which will considerably relieve the present situation.

Entries for the Professional Pairs competition to be played over the Happy Valley Course close on May 31st.

Seventeen cases (14 deaths) of bubonic plague, and one case (one death) of cerebro-spinal fever were reported in the Colony on Sunday and Monday.

The annual general meeting of the Hongkong Horticultural Society will be held on Thursday, June 6th, at 5.15 p.m. in the Hon. Secretary's Office, Hongkong Club Annex.

The surplus articles left over from the recent bazaar in aid of St. Dunstan's will be on view and for sale at "Montpelier," Queen's Gardens, on Thursday, from 10.30 a.m. to 6.30 p.m.

Seven entries having been received for the Junior Tennis League, it has been decided that the League be carried on as usual. Mr. H. J. Hennessey, of the Naval Yard, is the new Secretary.

The injuries sustained by Pte. Kelly, of the Manchesters, who was stabbed with a bayonet by Pte. Stevens, on Saturday night, at Wellington Barracks, are not serious. Stevens will be dealt with by court martial.

The body of a Chinese woman, about 33 years of age, was found floating near the Hongkong end of the Star Ferry, yesterday morning. The body had evidently been in the sea all night. It is supposed that the woman committed suicide.

It is rumoured that Sir Edward Brockman, Chief Secretary of the F.M.S., will shortly be appointed Governor of Trinidad. Sir Hugh Clifford is mentioned as Sir Arthur Young's successor as Governor of the Straits Settlements. It is not improbable that the Hon. Mr. W. G. Maxwell, at present British Adviser in Johore, and till recently Federal Secretary to the High Commissioner of the F.M.S., will be appointed Chief Secretary.

DEATH AND FUNERAL OF MR. H. C. JENNINGS.

The death occurred, at the Military Hospital, on Monday evening, of Mr. Herbert Cecil Jennings, the son of Sergeant-Major and Mrs. T. Jennings.

The deceased who was only 18½ years of age, was employed in the Import Department of Messrs. Jardine, Matheson & Co., Ltd. He was apparently in the best of health on Friday when he attended office. He was taken ill on Saturday and was removed to Hospital where an operation was performed for appendicitis and following upon which he succumbed. Deceased had already won quite a reputation as a footballer. Last season he played for the Hongkong F.C. He was also a sergeant in the Cadet Company of the Hongkong Defence Corps, was well liked, and seemed to have a bright future before him.

The funeral took place yesterday evening at Happy Valley. The gun carriage on which the coffin, covered by the Union Jack, rested, was drawn by cadets. The Rev. V. H. Copley Moyle conducted the service at the graveside.

Amongst those present were Messrs. J. Johnston, C. W. Beswick, G. M. Shaw, Lt.-Col. Coles, Major Wakeman, Captain Stewart and Lieut. A. O. Brown.

The large number of wreaths included tributes from:—H.E. the Officer Administering the Government; Staff of Messrs. Jardine, Matheson & Co.; Import Department; Canton Insurance Office Staff; Major Wakeman and Officers of the H.K.D.C.; Cadet Corps, H.K.D.C.; Sergeants' Mess, 8th Co., R.G.A.; Garrison Sergeants' Mess; H.K.C.-R.G.A. Sergeants' Mess; No. 2 Section, H.K.D.C.; Lt.-Col. Coles, R.A.O.C.; W.O. N.C.O.s and men of the R.A.S.C.; Sergeants' Mess, R.A.M.C.; Sergeants' Mess 88th Co., R.G.A.; Hongkong Football Association; Hongkong Football Club; R.N.Y.P. Police Mess and Dockyard friends.



## ALLIED MEASURES TO ENFORCE SIGNATURE OF TREATY:

### BLOCKADE OF GERMANY TO BE RE-ESTABLISHED.

COUNT VON RANTZAU FAILS TO INTERVIEW PRESIDENT WILSON.

## IRISH REPUBLIC "OBVIOUSLY IMPOSSIBLE."

### PROJECTED FORMATION OF BRITISH CENTRE PARTY.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### THE PEACE TREATY.

##### MORE GERMAN NOTES.

PARIS, May 14th.

Count von Rantzau has handed two further Notes to the President of the Conference.

The first alleges that the territorial annexation does not conform with President Wilson's principles, specifically mentioning the Saar Basin, and the cantons of Moresnet, Lupen, and Malmédy given to Belgium. Oral discussions regarding these are requested.

The second Note, respecting reparation, points out that Germany has admitted her willingness to make reparation, but not because she is responsible for the war, which is not admitted.

#### "DEATH SENTENCE ON MANY MILLIONS."

BERLIN, May 14th.

Count von Rantzau, in the Note handed to M. Clemenceau, points out that the territorial stipulations mean the loss of the most important productive regions, equalling a shrinkage of 25 per cent. of the entire corn and potato crops; also of one-third of the coal, three-quarters of the iron-ore, and three-fifths of the zinc production.

Consequently, after the economic paralysis resulting from the loss of the Colonies, the mercantile fleet will not be able to secure sufficient raw materials, and industry will be destroyed to an enormous extent.

Simultaneously, food imports will rise considerably, and Germany will be unable to provide work and food for millions, dependent on shipping and trade, who will be compelled to emigrate, which is practically impossible, as many of the most important countries have put an embargo on German immigration.

Hence, the signing of the Treaty will be the death-sentence on many millions of Germans, especially as the blockade has broken the nation's health.

The Note declares that no relief work can prevent the consequent dying en masse, among the German people.

#### FAILURE TO INTERVIEW PRESIDENT WILSON.

LONDON, May 14th.

The Daily Telegraph's Paris correspondent states that before the departure of Herr Landsberg and Geisberts to Berlin, Count von Rantzau endeavoured to obtain a personal interview with President Wilson. His request was courteously, but coldly, refused. Hence Herr Landsberg returns to Berlin only to assure Herr Scheidemann that peace must be signed.

#### MEASURES TO ENFORCE COMPLIANCE.

PARIS, May 14th.

In connection with the military steps which the Allies have decided to take in the event of the Germans refusing to sign the Peace Treaty, Marshal Foch left for the Rhine to-day, by special train.

#### RE-ESTABLISHING BLOCKADE OF GERMANY.

PARIS, May 14th.

The Supreme Economic Council has approved a plan for the re-establishment of a close blockade of Germany, in the event of refusal to sign the Peace Treaty.

#### TO DEAL WITH GERMAN OBJECTIONS.

PARIS, May 14th.

The Council of Four has appointed thirteen sub-Committees, comprising one delegate each from the five great Powers, to deal with the German objections to the Peace Treaty.

#### FIVE NEW DELEGATES ARRIVE.

PARIS, May 14th.

Five new German delegates have arrived, including Herr Bartholdy of the firm of Mendelssohn, bankers.

#### EARLIER CABLES.

#### STATE OF MIND OF GERMANY.

PARIS, May 12th.

A Havas message says:— M. Clemenceau passed a busy Sunday, conferring with M. Pichon, M. Venizelos, Mr. Balfour and M. Tardieu, and calling upon President Wilson, with whom he remained a considerable time.

Count von Rantzau sent, in the space of 24 hours, four communications to the President of the Peace Conference.

French circles state that if the epistolary efforts of Count von Rantzau may be taken as a criterion of the state of mind of Germany, she is far from ready for admission to the League of Civilized Nations.

#### DESPAIR AND PANIC IN GERMANY.

PARIS, May 12th.

A Havas message says:— Peace Conference circles recognise that the German Government will probably be glad to have M. Clemenceau's unconditional refusal to enter into negotiations about the Peace Terms, as an argument to use against the panic and despair which is reported from Germany.

#### LATEST CABLES.

#### FEEDING GERMANY.

#### IMPORT AND EXPORT RESTRICTIONS REMOVED.

PARIS, May 14th.

A communiqué states:— The Supreme Economic Council announces that arrangements have been made completely to remove the blockade of Germany immediately Germany has formally accepted the Treaty, meanwhile following the relaxations made for the duration of the Armistice.

The import of foodstuffs into Germany is now free within limits:—A monthly ration of 300,000 tons of cereals and 71,000 tons of fats.

The rationed quantities may be forwarded to Germany by any country. Fish from neutrals adjacent to Germany are not included in the rations, since March 25th.

The Allies and Associated Governments have already shipped to Germany 55,000 tons; of which half has actually been delivered.

In effect, Germany is now free to import all the food for which she can pay.

Exports of gold, silver, securities and war material are prohibited. Other exports, overland, are free.

The Allies have retained certain rights of pre-emption over the coal, dyestuffs, and certain other commodities; otherwise the sea exports are free.

All Black Lists of firms and persons in neutral countries have been withdrawn. The area open for German fishing craft has been largely extended. A quantity of net thread is allowed to be forwarded to Germany, by request, from Holland. Permission has been given for the import of raw material urgently required by the German coal mines. The early shipments of these are being arranged.

#### THE LATE GERMAN COLONIES. APPLICATION OF IMPERIAL PREFERENCE.

LONDON, May 14th.

In the House of Commons, Sir C. Henry asked whether, when the Peace terms have been agreed on, will those ex-German colonies of which Britain or the Dominions hold mandates be included as British colonies and obtain the advantage of Imperial preference?

Mr. Bonar Law replied that none of those territories would be Colonies, but, in certain cases, for example, South-West Africa and certain Pacific islands, they would be administered as integral portions of the Mandatory's territory, and consequently, share in its advantages.

#### EARLIER CABLES.

#### THE CAMEROONS AND TOGOLAND.

PARIS, May 12th.

A Havas message says:— Britain and France have come to an agreement regarding the division of the Cameroons and Togoland, to which the mandatory system will not be applied.

#### LATEST CABLES.

#### EMPIRE IDEALS.

#### SIR DOUGLAS HAIG'S VIEWS.

LONDON, May 14th.

Sir Douglas Haig was installed a Recipient of St. Andrew's University. In a speech, he said that if we wished to avoid a repetition of the catastrophe of a world-war, we must be prepared actively to prevent it.

The seeds of future armed conflicts could be found everywhere in the world.

Among the more obvious possibilities of "strife" was the problem known as the "yellow peril." The Chinese must eventually demand a place in the European labour market. India was beginning to turn towards social, industrial and political development.

He suggested that the solution was to give all races British freedom and justice, thereby, in the course of many years, levelling them up to our standards of life.

The League of Nations could never absorb us from our mission as an Empire.

#### THE IRISH PROBLEM.

#### A REPUBLIC OBVIOUSLY IMPOSSIBLE.

LONDON, May 14th.

In the House of Commons, replying to Mr. Ronald McNeill, Mr. Bonar Law stated that the Premier had understood that the Irish-American delegates intended to visit Ireland simply to see the conditions.

The Premier at first intended to receive the delegates in order to put the British case before them, but he would not receive the Americans, who had come to Ireland not only to participate in politics, but also in the rebellious movement. (Loud cheers).

Mr. Bonar Law ridiculed the report that the Premier favoured an Irish Republic. He said it was obviously impossible.

#### SIR ROBERT BORDEN.

#### DEPARTURE FOR CANADA.

PARIS, May 14th.

Sir Robert Borden has left for Canada. Mr. Lloyd George, in a message of appreciation of his valuable services, hoped that Mr. Borden would return shortly.

#### AUSTRIA.

#### PEACE DELEGATION ARRIVES.

ST. GERMAIN, May 15th.

The Austrian Peace Delegation has arrived.

#### RACING AT HOME.

#### THE CHESTER CUP.

LONDON, May 14th.

The following is the result of the Chester Cup:—

|            |   |
|------------|---|
| Tom Pepper | 1 |
| Attalus    | 2 |
| Air Raid   | 3 |

Eleven ran. Tom Pepper won by a neck. Half a length separated second and third.

Betting: 100 to 8, Tom Pepper; 10 to 1, Attalus; 5 to 2, Air Raid.

#### THE BLOCKADE OF HUNGARY. ECONOMIC COUNCIL'S DECISION.

PARIS, May 14th.

A meeting of the Supreme Economic Council has considered the blockade of Hungary, and has decided to maintain economic restrictions as long as the political situation remains unsettled.

#### NURSE CAVELL.

#### OSTEND'S TRIBUTE OF HONOUR.

OSTEND, May 13th.

The remains of Nurse Cavell arrived this afternoon. Honours were rendered by a company of Chasseurs, whose band played the British National Anthem. A British naval detachment formed up on the quay. The notabilities present included the Governor of Western Flanders, many British and Belgian officers, and the town councillors.

A wreath was placed on the coffin in the name of the town of Ostend. No speeches were made. The coffin was guarded by British and Belgian soldiers, and will remain on the quay until tomorrow.

#### BRITISH POLITICS.

#### PROJECTED FORMATION OF A CENTRE PARTY.

LONDON, May 14th.

The Times Parliamentary correspondent states that the new members of the Coalition Committee of the House of Commons propose to invite Mr. Lloyd George and Mr. Bonar Law to attend a dinner for the purpose of considering a project for reconstituting the Coalition by the formation of a Centre Party of Coalition Liberals and Progressive Unionists.

#### HUNGARY.

#### REVOLUTIONARY GOVERNMENT SEEMINGLY STRONGER.

VIENNA, May 12th.

The position of the revolutionary Government at Budapest during the last few days has been seemingly stronger, and M. Bela Kun is himself more optimistic. The Government appears to have received news from Rumania that any dangerous offensive from there need no longer be apprehended, as the Rumanian Army is weak in men, and disinclined for more fighting, while the Czechs and Jugo-Slavs also show no signs of moving.

Budapest is quiet. The shops and many factories are closed.

The Government hopes to force the men to enter the Red Guard through unemployment.

There are hardly any Communists outside the capital. In a motor journey from Budapest to Vienna only one Red Flag was seen, for the 300 miles between Budapest and the frontier, in the town of Bruck.

Although the Bela Kun Government is cooking plans in order to terrorise the country, the people are joining the Communists.

#### EARLIER CABLES.

#### SITUATION IN NORTHERN INDIA.

#### A SUCCESSFUL ACTION NEAR CHITRAL.

SIMLA, May 16th.

The Amir of Hunza and Nagar, the Governor of Kashmir, and Ishkoma and the Ghir-Gigit Agency have all offered their services to the Viceroy, and have placed their resources absolutely at the disposal of the King.

Mohammedans report that a large number of corpses of horses, mules, and elephants floated down the Kabul River on May 16th.

There is no news from the Khyber and Dacca areas.

A minor but very successful action is reported from Chitral. A party of Afghans had established themselves a few miles above Aruwal, on the river. A detachment of Chitral scouts aided by the Mehtar bodyguard, attacked and drove them back, leaving behind several dead, and Afghan limits. We suffered no casualties.

Kurram are Chaman are all quiet. The tribal situation continues excellent.

In spite of their request for the cessation of hostilities, the Afghans are still making every effort to stir up tribes by means of agents and propaganda.

#### THE NEW TRIPLE ALLIANCE.

#### ITALY WANTS SIMILAR BOND WITH FRANCE.

PARIS, May 15th.

A Havas message says:— Concerning the new Triple Alliance between France, the United States, and Great Britain, the Italian newspapers hope that such a bond may be created between France and Italy. This must, however, be a matter for later diplomatic negotiations, not for the present Treaty.

#### FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

#### CHINA WILL NOT SIGN PEACE TREATY.

PARIS, May 12th.

A Havas message says:— It is rumored in Paris circles that the Chinese delegation has been instructed by the Chinese Government to refuse to sign the Peace Treaty, on account of the solution of the Shantung question.

#### WEALTHY MAN'S HOBBY.

#### \$10,000 A YEAR ON BUTTERFLIES.

#### DEALINGS WITH MONEY-LENDERS.

Mr. Justice Darling, in the King's Bench Division, gave judgment in a case which he described as exceptional, unique, and very difficult to decide. It was a money-lenders' claim to £750, being the interest due on a promissory note for £2,000.

Defendant, Mr. James John Joicey, The Hill, Witley, Surrey, was stated to have a collection of butterflies worth £30,000, and that he spent nearly £10,000 a year in the pursuit of that hobby. His income was £20,000 a year, and his estate was worth £150,000. The interest on the loan was said to be about 300 per cent. Defendant pleaded that the transaction was harsh and unconscionable. Plaintiffs were Messrs. Jacobs Brothers, Duke-street, St. James's.

Mr. Patrick Hastings (instructed by Mr. M. A. Jacobs) appeared for plaintiffs, and Mr. Wallington (instructed by Mr. Percy W. Bullock) was for defendant.

It was explained by Mr. Hastings that judgment had been obtained against defendant for £750, leaving a balance of £750 in respect of interest, which was now claimed. Defendant admitted his signature to the promissory note, and that he had made default in payment.

Mr. Wallington said the £2,000 was to be paid by instalments of £250 in three months, £250 in six months, £250 in nine months, and £1,250 in twelve months. There were letters accompanying the promissory note by which the money-lenders agreed to make a rebate of £50 if the money was paid in three months, or £250 if it was paid within six months. Defendant made default when the first instalment became due, and the result was that he became liable to pay interest at the rate of nearly 300 per cent. Defendant was under medical treatment, and could not be called. He was the son of the late Mr. William Joicey, and he was a wealthy gentleman. He was 47 years of age.

In the spring of 1917, when the solicitor instructing defendant's counsel in that case began to act for defendant and the trustees, defendant had incurred debts to money-lenders of about £80,000. Those debts were paid off with interest at the rate of 60 per cent., and in some cases more than 60 per cent, was paid. There was no doubt the money-lenders knew perfectly well that he was really a very wealthy gentleman. He was the son of a wealthy mother. He had an income of about £20,000 a year, some of which came from his mother under a settlement and some from securities in his own name.

He was married, and the house in which he lived, with about sixty-five acres and cottages, was valued at £25,000, the furniture was worth £15,000 to £18,000, and he had a collection of butterflies worth £30,000. The collection, in fact, cost £30,000. It was second only to the collection of Lord Rothschild, and counsel understood he intended to give it to the nation.

Mr. Hastings: I wish he would pay his debts first.

Mr. Justice Darling: If he is running up debts at this rate he had better give his butterflies to the nation at once.

Mr. Wallington: The money-lenders know him quite well. They know he will pay.

Mr. Justice Darling: On a day like this it would be so agreeable to contemplate a butterfly.

Mr. Hastings: We don't wish to levy execution on the butterflies.

Mr. Wallington said defendant owned valuable shares in various companies, so that his own securities were worth about £25,000, and the amount of money he was able to get from his mother was almost unlimited.

Mr. Justice Darling: Why does he not borrow from his mother instead of from money-lenders?

Mr. Wallington: She may not be so ready to lend him money if he has to pay money-lenders. There is no risk, and the money-lenders know him. They have got hold of him by means of their routs.

Mr. Justice Darling: How are they able to get hold of him, a man of 47?

Mr. Wallington: I am not suggesting they got hold of him fraudulently. His expenditure is very considerable. He is a naturalist, and has collectors in Abyssinia and other places. I am told he spends nearly £10,000 a year as a collector of butterflies.

Mr. Justice Darling: He borrows money at 300 per cent., and spends it on the collection of butterflies.

Mr. Wallington said it was not material what defendant did with his money so long as the money-lenders got paid.

Mr. Justice Darling: Is he living at home with his wife?

Mr. Wallington: Yes.

Mr. Justice Darling: And collecting these butterflies?

Mr. Wallington: It is one of his hobbies, and it costs him £10,000 a year.

Mr. Justice Darling: He seems hardly to have grown up, and this is an infantile taste he inherits from his mother. Although he is nominally 47, do you present he is not of age?

Mr. Wallington: I am not suggesting it, but I quite accept it from you. It does look like that. It will no doubt be said that in 1914 this gentleman was a bankrupt. It is almost incredible, and it goes to suggest he is not grown up. Counsel added that the £1,250 had been paid.

Mr. Percy William Bullock, defendant's solicitor, said that defendant's estate was of the value of £150,000. He had an income from his own securities of about £7,000, and he received £13,000 or £14,000 from his mother. In 1917 he was indebted to money-lenders to the extent of about £20,000. They were all paid at the minimum rate of 60 per cent. Defendant had no difficulty in obtaining money from his mother.

Cross-examined by Mr. Hastings, witness said he considered plaintiffs in making the advance ran no risk. In the bankruptcy the creditors received 5s. or 6s. in the pound. His discharge was suspended for three years. He could not say in how many cases defendant had pleaded the Money-lenders' Act.

To your knowledge, are there more than a dozen cases in which he has pleaded the Money-lenders' Act?—Not a dozen. There are a number of cases now pending!—Six or seven.

Mr. Justice Darling: Do you suggest he is a man of ordinary business ability?—Not a man of ordinary business acumen. What sort of a man is he? Is he a student?—He is very interested in this hobby. He has never been brought up to realise the value of money in the same way that I have.

Was he at a public school?—I am afraid I cannot tell you. He does not stop to think of the rates of interest he is asked to pay.

I suppose he has seen the advertisement "Put your money in War Bonds and kill the Germans"?—He is the registered owner of £25,000 of War Bonds at this moment.

Mr. Justice Darling: At all events he is patriotic.

Mr. Hastings: Is that all mortgaged?—No; but it is subject to certain charges.

Mr. Justice Darling: Has defendant any expensive tastes besides butterflies and such like?—I think so, because he could not get rid of his money if he had not. He entertains very lavishly.

Mr. Hastings submitted this was one of those cases in which the Courts had said over and over again the Act was not intended to protect a man of that sort.

"A BOOK OF FOOLS."

Mr. Henry Jacobs stated that he was one of two brothers trading in the name of Jacobs Bros., money-lenders. This was the first transaction his firm had had with defendant, who seemed to be a man of ordinary ability. He knew defendant had had dealings with other money-lenders. He considered the transaction was risky.

Cross-examined, witness stated that he would not have considered the transaction risky had he known the defendant's estate was worth £150,000. He inquired about the position of borrowers from an agency.

Mr. Justice Darling: Is there not a directory, or what one would call a book of fools?—No.

Mr. Justice Darling in giving judgment, said the case was an exceptional one; he should say unique and very difficult to decide. Defendant was 47 years of age, a man of very considerable wealth, and his lordship found as a fact that defendant was perfectly well-known to people engaged in the money-lending business.

"To my mind he is an abnormal kind of person," his lordship remarked. "His income was £20,000 a year, and yet he was constantly going to money-lenders. Plaintiffs knew very well if they lent money to him they would be asked to get it back, and they knew there was nothing in the circumstances to make it reasonable that they should charge such a rate of interest as in the present case, which was something like 300 per cent. Sir George Jessel, the Master of the Rolls, had said there was no law against people being fools."

"You could not count on the fact that he was a fool, and his folly was not easily parted," but his lordship said he thought there was meant to be a law against people taking advantage of fools, which was a totally different thing. There had been many statutes passed to protect people against their own follies, weaknesses, and crimes, and he thought the Money-lenders' Act should be construed in that way.

"I come to the conclusion," proceeded his lordship, "that to demand, in such circumstances as have been occurred, such interest at this, nearly 300 per cent., was harsh and unconscionable, because I am sure the money-lender knew he would be paid the moment he chose to take proceedings, and that he would get very high interest for the lending of the money. Therefore, I set aside the transaction, and make an order reducing the interest to what in all the circumstances I am not going to say is fair, but what I think any body with any conscience at all would be satisfied with. Therefore, I fix the interest at 100 per cent., carefully guarding myself by saying that I think that even that is excessive. But if people will go to money-lenders to borrow money, they must expect to pay something more than could be called fair in ordinary circumstances."

Counsel made various calculations as to what the judgment would represent. His Lordship: I will say at the rate of 100 per cent., and you can calculate it.

#### INTERNATIONAL PEACE.

A large company accepted the invitation of Major David Davies, M.P., to meet Mr. Léon Bourgeois, Dr. Fridtjof Nansen, Mr. Oscar Strauss, M. Vanderwilde, M. Venizelos, and other delegates to the Conference of the Allied Associations for a League of Nations, at the Criterion Restaurant on March 15th.

The Right Hon. A. L. Fisher (Secretary for Education), in proposing "Our Guests," referred to their valuable work in connection with the objects of the League of Nations Union. The delegates had attended the conference which had been held in the cause of international peace. Many of the guests were delegates representing small nations, some of them neutral nations. He had heard it said that the League of Nations was a chimera that could never be realised in the world of fact. He would not believe that. (Cheers.) The small nations had a supreme interest in the realisation of the idea. (Cheers.) If war broke out in the future the whole civilised world would be involved, and penalties would fall upon harmless citizens in neutral countries, and it was to be hoped that a body of opinion all through the world would be built up in support of the ideal of the League of Nations—international peace. (Cheers.) It was satisfactory to note that it had been laid down that cons





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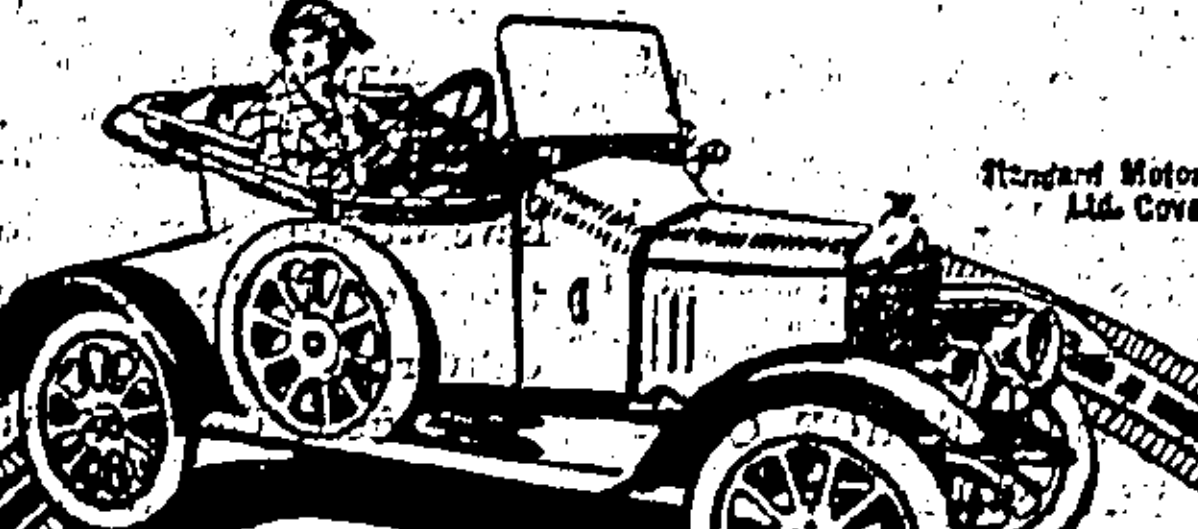
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# El Oriente Cigar Factory Is American Concern

Governor-General of Philippines Issues Important Announcement

Walter E. Olsen & Co., Buy Largest Cigar Factory in Manila from Alien Property Custodian U. S.

The world famous El Oriente Cigar Factory of Manila, Philippine Islands has passed into American hands. The Alien Property Custodian announces its sale to Walter E. Olsen and Company.

El Oriente Cigar Factory has been established since 1880 and it is well and favorably known here. Every detail of manufacture, from the cultivation and care of the tobacco, to the clean and careful handling in the most modern and sanitary factories, has been carefully studied, with the result that the products of the factory enjoy a world wide enviable reputation.

The policy of the owners will be to maintain the same high standard of quality that has made El Oriente cigars a byword for good smokes throughout this country. The warehouses of the company contain more than three million pesos worth of tobacco, carefully selected and of the highest quality. This in itself assures smokers of a mild uniform blend, that from a point of quality and aroma is unequaled.

The Governor-General of the Philippine Islands has sanctioned the issuance of the following statement, in order that the smoking public of China may be put in possession of the facts concerning the Oriente Cigar Factory:

Office of the Governor-General of the Philippine Islands

Manila, Feb. 17, 1919.  
To whom it may concern:  
The Governor-General of the Philippine Islands has received the following self-explanatory letter from Mr. Douglas M. Moffat, Managing Director for the Philippine Islands of the Alien Property Custodian of the United States of America:  
"United States of America the Alien Property Custodian Office of the Managing Director in the Philippines, Manila."

The Tabacqueria Filipina, 34, Nanking Road, Shanghai, have been appointed Agents for China, including Hongkong, for the above brands.

Hongkong Office, 15, Wyndham Street.

February 12, 1919.

Dear Sir:

"At the request of Walter E. Olsen Company, I beg to advise you that the El Oriente Cigar Factory and business as a going concern was sold by me, as representative of the Alien Property Custodian of the United States, at public sale, to the Walter E. Olsen Company, the highest bidder therefor. The sale has been confirmed by the Washington office of the Custodian and the Olsen Company has paid the purchase price, and is now in possession of, and operating, the factory and business. The Olsen Company is a corporation organized under the laws of the Philippine Islands and all of its stockholders are American citizens. The company interests should, therefore, be considered as eliminated and the business entitled to the same consideration as other American business."

Yours very truly,  
(Sgd.) DOUGLAS MOFFAT,  
Managing Director for the Philippine Islands.

The Governor General,  
Manila, P. I.

I hereby certify to the authenticity of the signature of Mr. Douglas M. Moffat, Managing Director for the Philippine Islands of the Alien Property Custodian, on the original of the above-quoted letter which is on file in this office. I further certify that the records of the Division of Archives, Patents, Copyrights, and Trade-Marks of the Philippine Islands and Government show that Walter E. Olsen and Company is a Philippine corporation duly organized under the laws of the Philippine Islands and that all of its stockholders are citizens of the United States of America.  
By authority of the Governor-General.  
(Sgd.) J. L. IRWIN,  
Secretary to the Gov. Gen.

## WITTENBERG CAMP. GERMAN WHITEWASHING VERDICT

[FROM "THE DAILY TELEGRAPH'S" SPECIAL CORRESPONDENT.]

The commission of inquiry appointed by the German Government, and composed of Prof. Schücking, Herr Bernstein, Herr Cohn, and others, which in January decided the two unimportant cases of Stralsund and Langensalza camps, to-day investigated the case of the shooting of French prisoners at Mannheim after the typhus epidemic at Wittenberg, camp in the winter of 1914-15. The commission decided against Germany in the Mannheim case, and favourably to Germany in regard to Wittenberg complaints, exonerating the German doctor Aschenbach.

The main grounds for this decision were that Dr. Aschenbach was only responsible for supervision, and that he discharged this duty correctly, until he caught the typhus himself and nearly died from it. The evidence, it is stated, showed that the camp was properly equipped with supplies, and that the statistics of sickness and mortality were no worse than those of similar epidemics elsewhere, while the statements of British doctors are considered to have been based largely on hearsay or misunderstanding.

MURDERED PRISONERS.  
A telegram to Copenhagen from Berlin says: "According to the Lokale Anzeiger, the verdict of the standing Commission of Inquiry in the case of the revolt at the Mannheim prisoners-of-war camp is that the shooting of the three Frenchmen was due to negligence on the part of the German guard, which negligence involved an infraction of international law. The Commission states that the fact has been established that the Landsturmer on Schuppel acted unintentionally; that there is no question of crime. All such proceedings have been disposed of by an amnesty, therefore the accusation of the French Government that the guilty have not been punished falls to the ground."

"According to the paper, the Commission of Inquiry has proved that the shooting was accidental, as Von Schuppel's rifle went off when he was taking it from his shoulder on being insulted and stoned by a group of prisoners."

THE BRITISH EVIDENCE.

The verdict of this German Court will in no way shake the belief of the British public in the authenticity of the grave charges made against those in charge of Wittenberg camp during the typhus epidemic in 1915. These are fully established by a mass of evidence embodied in the official report of the British Government Committee on the treatment by the enemy of British prisoners of war, published in April, 1916. The heroes of that terrible time were Major Priestley, Capt. Vidal, and Capt. Lander, all of the R.A.M.C., who were the survivors of the six British officers sent to Wittenberg to cope with the epidemic after the German staff had bolted from their posts and left the prisoners to their fate. At that time there were over 15,000 men there, including over 700 British. Even before the typhus broke out the conditions were disgraceful.

The prisoners' quarters were so badly heated during severe winter that all windows had to be kept closed, their overcoats had been taken from them, and their other clothes were often in rags. There was no means of washing their underclothing, while for personal ablutions there was only one tap or trough to every 2,000 men, and that was often frozen. Moreover, the food was bad and insufficient.

The result was inevitable, and when the typhus broke out, it spread rapidly, thanks to the rule that prisoners of all nationalities should mingle. Later, Capt. Vidal asked a German officer if the rest of the healthy English could be segregated in one compound, but his request was insultingly refused. The officer was outside the camp, for the whole German staff, military and medical, fled the place in December, 1914, as soon as the epidemic was discovered, and until August, 1915, they did not set foot in it, but shot supplies in by means of chutes and trolleys. The only hospital provided was a couple of huts holding 100 patients. It was not till February, 1915, that six English medical officers were sent to Wittenberg, where the conditions were appalling. In the absence of stretchers the sufferers were carried to the hospital on the table on which the men ate their food, and these tables could not be washed, as there was practically no soap. The Germans insisted at first on typhus patients being mixed with other sufferers, which, of course, did much to spread the disease. Major Fry and Capt. Sutcliffe died within a month after arrival, and Capt. Field later on. Eventually, thanks to the heroic efforts of the British officers, conditions improved.

The report refers to Dr. Aschenbach as follows: "On one occasion only during the whole epidemic did Dr. Aschenbach enter the hospital or even the camp. His visit took place about four weeks after Major Priestley's arrival and after some kind of order had been evolved. He came in a complete set of protective clothing, including a mask and rubber gloves. His inspection was brief and rapid. For his services in combating the epidemic, adds the report ironically, 'Dr. Aschenbach, the committee understand, has been awarded the Iron Cross.' The conditions were fully realised by the German authorities, but these made no effort to bring about an improvement, and representations to them were usually without result. The committee found that there was no justification or excuse for the inhuman treatment meted out to these unfortunate prisoners."

The callousness of Aschenbach is illustrated by an incident related by Capt. Lander. Shortly after their arrival at the camp, Major Fry, with Capt. Lander, begged him, as he was standing outside the entanglements for some medical requisite urgently required. One of his staff was apparently favourably inclined towards the request, but it was curiously refused by Aschenbach, who turned away with the words 'Schwonne, Engländer.' Even after the epidemic this person was allowed to remain as medical officer. The report adds: "It is a serious matter, as the committee think, that the German authorities should still retain him in such a position of responsibility, and it is outrageous that they should have decorated an officer capable of such neglect as that for which Dr. Aschenbach must one day answer."

# VICTORIA THEATRE

TO-NIGHT WEDNESDAY,

MAY 21st,

THE FIRST MILLION DOLLAR PICTURE

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AT HIS BEST

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JAVA, CHINA AND JAPAN.

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|-------------|-------|----------------------|------------------------|----------|
| TJIBODAS... | —     | —                    | May 31st               | JAVA     |
| TJIMANOEK   | JAVA  | —                    | May 24th               | SHANGHAI |
| TJILATJAP   | JAVA  | May 23rd             | May 30th               | JAPAN    |
| TJILIWONG   | JAPAN | May 28th             | May 31th               | JAVA     |

\* Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

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Telephone No. 1874.

## JAVA-PACIFIC-LYN.

FOR SAN FRANCISCO VIA MANILA.

## S.S. "SOERAKARTA"

will be despatched as above on or about

MAY 31st, 1919.

For freight apply to—

JAVA-CHINA-JAPAN-LYN.

Agents.

## G. R. NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

40

## A JUMBLE SALE

will be held in

ST. ANDREW'S CHURCH HALL.

or

FRIDAY, MAY 23rd,

from

3 o'clock to 6 o'clock.

CONTRIBUTIONS of any description will be gratefully received. These may be sent to the Church Hall on THURSDAY, MAY 22nd.

Proceeds in Aid of the Kwloon Branch of the Ministering Children's League.

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## WISEMAN, LTD.

## TEA DANCE

To-morrow

Thursday, May 22nd.

108

## FRENCH LESSONS

G. MOUTON.

11, MORRISON HILL ROAD.

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## NOTICE TO CONSIGNEES.

S.S. "COLOMBIA", VOY. 10-OUT.

From SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Godowns and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 19th, at 10 o'clock.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 31st, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, ALEXANDRA BUILDINGS.

Hongkong, May 13th, 1919.

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## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITER- RANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, COX, HAMBURG, AND SOUTH AFRICA FOR—

THE Homeward Mail Steamer "DILWRA"

carrying His Majesty's Mail, will be despatched from this port about MAY 23rd, 1919, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.

Bulk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, asking rates, etc., apply to—

MACLENNON, MACKENZIE & CO., Agents.

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BE PREPARED FOR

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PRICES:

8" Diameter \$7.50 per 100 or \$35.00 for 500.

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H. J. HEARNE,  
General Manager.

[760]

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## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SUEZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

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Regular Direct Service from JAPAN, CHINA and STRAITS to SUEZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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UNITED KINGDOM AND CONTINENT.

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C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| FOR                                 | STEAMERS   | ON SAIL              |
|-------------------------------------|------------|----------------------|
| PAKHAI and HAIPHONG                 | "KAIFONG"  | On 21st May, 10 A.M. |
| CHINKIANG & WUHU                    | "HANYANG"  | On 21st May, Noon.   |
| SHANGHAI                            | "SUZYANG"  | On 23rd May, Noon.   |
| SHANGHAI and TIENTSIN               | "KINGCHOW" | On 25th May, 11 A.M. |
| SWATOW and BANGKOK                  | "HUPH"     | On 26th May, Noon.   |
| SHANGHAI                            | "TEAN"     | On 27th May, Noon.   |
| WHAMPOA, CHEFOO, NCHOW and TIENTSIN | "HUICHOW"  | On 28th May, 3 P.M.  |
| SHANGHAI                            | "SUNNING"  | On 29th May, Noon.   |
| SHANGHAI and "SINGTAO"              | "KWANGSE"  | On 1st June, 11 A.M. |
| MANILA, CELEBES and TIENTSIN        | "TAMING"   | On 3rd June, 3 P.M.  |

SHANGHAI LINE—PASSENGERS, MAILS, and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular 5th class service between Canton, Shanghai, (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

|             |                     |                      |
|-------------|---------------------|----------------------|
| "QUINNBERG" | Capt. J. Medina     | 23rd May, at 10 A.M. |
| "HAIYAN"    | Capt. A. H. Stewart | 27th May, at 1 P.M.  |
| "HAIMONG"   | Capt. J. W. Evans   | 30th May, at 1 P.M.  |

Arrivals and Departures from the Company's Wharf (near Blaine Pier).

For Freight and Passage, apply to—  
DOUGLAS LAFRAIK & CO.,  
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## PACIFIC MAIL S.S. CO.

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OPERATING THE NEW FIRST-CLASS STEAMERS, "ECUADOR," "VENEZUELA," AND "COLOMBIA," 14,000 tons each.

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU. THE SUNSHINE BELT. THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

| SAILINGS FROM HONGKONG at Noon. | May 21st, 1912.  |
|---------------------------------|------------------|
| S.S. "COLOMBIA"                 | June 18th, 1912. |
| S.S. "VENEZUELA"                | July 16th, 1912. |
| S.S. "ECUADOR"                  | July 16th, 1912. |

These Steamers have the most modern equipment, including Gyrocompass, Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

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SAILINGS FOR

## MARSEILLES AND LONDON.

| Steamer  | Leave Hongkong about | Due at Marseilles about | Due at London about |
|----------|----------------------|-------------------------|---------------------|
| NEURALIA | 28th May, Noon.      | 30th June               | 8th July.           |
| NOVARA   | 7th August           | 9th Sept.               | 18th Sept.          |

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

| Steamer | Leave Hongkong about | Due at Bombay about |
|---------|----------------------|---------------------|
| DILWARA | 24th May, Noon.      | 10th June.          |

FOR

## CALCUTTA VIA STRAITS &amp; RANGOON.

ARRATOON APCAR ... early June ... June

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| S.S.           | Leave Hongkong about | SHANGHAI & KOBE |
|----------------|----------------------|-----------------|
| ARRATOON APCAR | 20th May, Noon.      |                 |

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

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All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION                  | STEAMER & DISPLACEMENT        | SAILING DATE          |
|------------------------------|-------------------------------|-----------------------|
| SHANGHAI, KOBE, and YOKOHAMA | MISHIMA MARU ... 10,950 Tons. | 24th June, at 11 A.M. |
| NAGASAKI, KOBE, and YOKOHAMA | TANGO MARU ... 12,760 Tons.   | 24th May, at 11 A.M.  |
| SHANGHAI, and KOBE           | NIKKO MARU ... 9,800 Tons.    | 21st June, at 11 A.M. |

|                                                                            |                            |                     |
|----------------------------------------------------------------------------|----------------------------|---------------------|
| LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID        | KAGA MARU ... 12,300 Tons. | 31st May, at Noon.  |
| MELBOURNE via MANILA, ZAMBOANGA, THURBURN, TOWNSVILLE, BRISBANE and SYDNEY | AKI MARU ... 12,300 Tons.  | 2nd May, at 11 A.M. |

|                                                                        |                                  |           |
|------------------------------------------------------------------------|----------------------------------|-----------|
| NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, and PANAMA CANAL | TATSUNO MARU ... 14,930 Tons.    | 27th May. |
| BOMBAY via SINGAPORE, MALACCA & COLOMBO                                | KIRIN MARU No. 2 ... 7,760 Tons. | 24th May. |

|                                            |  |  |
|--------------------------------------------|--|--|
| CALCUTTA via SINGAPORE, PENANG and RANGOON |  |  |
|--------------------------------------------|--|--|

Omitting Shanghai and/or Moji. Wireless telegraphy.

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Next SAILINGS FROM HONGKONG.

|              |              |                       |
|--------------|--------------|-----------------------|
| FUSHIMI MARU | 21,090 Tons. | 2nd June, at 11 A.M.  |
| KATORI MARU  | 18,000 Tons. | 18th July, at 11 A.M. |

Omitting Manila and/or Moji.

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NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone 224 and 225

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice

| Steamer      | Tons   | Leave Hongkong          |
|--------------|--------|-------------------------|
| RHINVO & ARU | 23,000 | May 23rd                |
| SIBERIA MARU | 20,000 | May 24th, From YOKOHAMA |
| PERSIA MARU  | 20,000 | June 18th.              |
| KOREA MARU   | 20,000 | June 25th.              |
| NIPPON MARU  | 11,000 | July 7th.               |

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

| Steamer    | Tons   | Leave Hongkong |
|------------|--------|----------------|
| KIYO MARU  | 17,300 | July, 15th     |
| SEIYO MARU | 14,000 | Nov. 4th.      |

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—  
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## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION                                                          | STEAMER & DISPLACEMENT  | SAILING DATE           |
|----------------------------------------------------------------------|-------------------------|------------------------|
| SHANGHAI, KOBE & YOKOHAMA                                            | "NERA" ... 10,000 Tons. | On or about 15th June  |
| MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, SUEZ, PORT SAID | "NERA" ... 10,000 Tons. | On or about 15th July. |

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

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Queen's Building.

Telephone 740.

## O. S. K.

## OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

|                                                                                                                                                                                                                |                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.                                                                                                                                         | "AMUR MARU" ... End of May.             |
| "ANDES MARU" ... Tuesday, 10th June                                                                                                                                                                            |                                         |
| GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.                                                                                              | "GANGES MARU" ... Saturday, 24th May    |
| "BURMA MARU" ... Monday, 28th May.                                                                                                                                                                             |                                         |
| BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.                                                                                                                           | "HAWAII MARU" ... Saturday, 18th June.  |
| BOMBAY COLOMBO—Regular fortnightly service via Singapore.                                                                                                                                                      | "GANGES MARU" ... Saturday, 24th May    |
| "BURMA MARU" ... Monday, 28th May.                                                                                                                                                                             |                                         |
| SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.                                                                                                                                                            | "UNNAN MARU" ... Sunday, 1st June.      |
| SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.                                                                                                                                     | "NANKIN MARU" ... Sunday, 1st June.     |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services, touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway. | "AFRICA MARU" ... Thursday, 22nd May.   |
| HAIPHONG—Three times a Month service.                                                                                                                                                                          | "DAITOKU MARU" ... Wednesday, 21st May. |

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY. "GOSHO MARU" ... Thursday, 2nd May, at 9 a.m.

For KEELUNG via SWATOW AND AMOY. "AMAKURA MARU" ... Sunday, 25th May, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

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SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" June 14th, 1912. "CHINA" July 2nd, 1912.

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Tel. 1943



## POST OFFICE NOTICE.

## INWARD MAILS.

| FROM                      | PER             | DATE     |
|---------------------------|-----------------|----------|
| SHANGHAI                  | Dilwara         | 23rd May |
| MANILA AND AUSTRALIA      | Tanque Maru     | 23rd May |
| MANILA, CANADA AND U.S.A. | Empress of Asia | 23rd May |

## OUTWARD MAILS.

| FOR                                                                                                                                 | PER          | DATE                        |
|-------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------------------|
| *Straits and Bangkok                                                                                                                | Tuyora Maru  | Wednesday, 21st, 9.00 A.M.  |
| Pakhoi and Haiphong                                                                                                                 | Kailong      | Wednesday, 21st, 9.00 A.M.  |
| SHANGHAI, NORTH CHINA, JAPAN VIA KOREA, HONOLULU, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA, and EUROPE VIA SAN FRANCISCO    | Columbia     | Wednesday, 21st, 9.45 A.M.  |
| *Formosa via Keelung                                                                                                                | Koyo Maru    | Wednesday, 21st, 10.00 A.M. |
| Haiphong                                                                                                                            | Fano         | Wednesday, 21st, 10.00 A.M. |
| Fort Bayard                                                                                                                         | Hu Sun       | Wednesday, 21st, Noon       |
| Amoy                                                                                                                                | Tribeca      | Wednesday, 21st, 3.00 P.M.  |
| Fort Bayard, Hoihow and Haiphong                                                                                                    | Song Ma      | Wednesday, 21st, 5.00 P.M.  |
| Swatow, Amoy and Formosa via Takao                                                                                                  | Sowu Maru    | Thursday, 22nd, 9.00 A.M.   |
| PHILIPPINE ISLANDS, AUSTRALIA AND NEW ZEALAND VIA THURSDAY ISLAND                                                                   | Al Maru      | Thursday, 22nd, 9.45 A.M.   |
| *Shanghai and North China, Canada, United States, Central and South America and EUROPE via CANAL                                    | Suigang      | Thursday, 22nd, 10.10 A.M.  |
| Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ                                 | Lycan        | Thursday, 22nd, 1.45 P.M.   |
| The Parcel Mail will be closed on Wednesday, 21st May, at 5 p.m.                                                                    |              |                             |
| Ningpo                                                                                                                              | Wosany       | Friday, 23rd, 5.00 P.M.     |
| Swatow, Amoy and Fochow                                                                                                             | Quinnabury   | Friday, 23rd, 9.00 A.M.     |
| SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA, and EUROPE VIA SAN FRANCISCO | Shinyu Maru  | Friday, 23rd, 9.45 A.M.     |
| Japan via Korea, Canada, United States, Central and South America and EUROPE via CANAL                                              | Cyclops      | Friday, 23rd, 11.45 A.M.    |
| Japan via Nagasaki                                                                                                                  | Tanque Maru  | Saturday, 24th, 9.00 A.M.   |
| Shanghai and North China                                                                                                            | Yingchow     | Saturday, 24th, 9.00 A.M.   |
| Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, and Aden                                          | Dilwara      | Saturday, 24th, 9.15 A.M.   |
| Swatow, Amoy and Formosa via Keelung                                                                                                | Amakura Maru | Sunday, 25th, 9.00 A.M.     |
| Swatow and Bangkok                                                                                                                  | Hupei        | Monday, 26th, 11.00 A.M.    |
| Shanghai and North China                                                                                                            | Tran         | Tuesday, 27th, 11.00 A.M.   |
| Swatow, Amoy and Fochow                                                                                                             | Haitan       | Tuesday, 27th, 1.00 P.M.    |
| Taipei, Chefoo and Hienkin                                                                                                          | Trichow      | Wednesday, 28th, 3.00 P.M.  |
| Shanghai and North China                                                                                                            | Sunwang      | Thursday, 29th, 11.00 A.M.  |
| Swatow, Amoy and Fochow                                                                                                             | Hai Hong     | Friday, 30th, 1.00 P.M.     |
| Shanghai and North China                                                                                                            | Kuangtse     | Saturday, 31st, 5.00 P.M.   |
| Philippine Islands                                                                                                                  | Tanque       | Tuesday, 3rd, 9.00 A.M.     |

\*Correspondence bearing vessel's name, only.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

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## REINFORCED CONCRETE

IMPORTANT WORKS ALREADY EXECUTED.

|                                                                    |      |
|--------------------------------------------------------------------|------|
| Wharf for Standard Oil Co., Singapore, Pulo Bukon                  | 1909 |
| Central Market, Saigon                                             | 1913 |
| Banque de l'Indo-Chine, Singapore                                  | 1913 |
| Swing Bridge (165 feet Span) Cambodia                              | 1913 |
| Water tower on pillars, 30 ft. high, (25,000 gals.) Saigon Railway | 1913 |
| Chartered Bank of I. & C., Singapore                               | 1914 |
| Cooling Wharf, at Hongkong, with Crane Railway                     | 1914 |
| Wharf for French Govt. Mail Steamers in 10 metres water            | 1914 |
| Railway Ferry Boat of Reinforced Concrete at Johore                | 1917 |

## SEAMEN'S INSTITUTE.

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## COMMERCIAL.

## OPENING QUOTATIONS.

|                                    |          |
|------------------------------------|----------|
| ON LONDON.—                        | May 10th |
| Telegraphic Transfer               | 184      |
| Bank Bills, on demand              | 184      |
| Bank Bills, at 30 days' sight      | 184      |
| Bank Bills, at 4 months' sight     | 184      |
| Credit, at 4 months' sight         | 184      |
| Documentary Bills, 3 months' sight | 184      |
| ON PARIS.—                         |          |
| Bank Bills, on demand              | 184      |
| Credit, at 4 months' sight         | 184      |
| ON NEW YORK.—                      |          |
| Bank Bills, on demand              | 184      |
| Credit, at 60 days' sight          | 184      |
| ON BOMBAY.—                        |          |
| Telegraphic Transfer               | nom.     |
| Bank Bills, on demand              | nom.     |
| ON CALCUTTA.—                      |          |
| Telegraphic Transfer               | nom.     |
| Bank Bills, on demand              | nom.     |
| ON SHANGHAI.—                      |          |
| Bank Bills, at sight               | nom.     |
| Private, 30 days' sight            | nom.     |
| ON YOKOHAMA.—                      |          |
| On demand                          | 184      |
| ON MANILA.—                        |          |
| On demand—Pescos                   | 184      |
| ON SINGAPORE.—                     |          |
| On demand                          | 184      |
| ON BATAVIA.—                       |          |
| On demand                          | nom.     |
| ON HAIPHONG.—                      |          |
| On demand                          | nom.     |
| ON SAIGON.—                        |          |
| On demand                          | nom.     |
| ON BANGKOK.—                       |          |
| On demand                          | nom.     |
| SOVEREIGNS, Bank's Buying Rate     | 4 5/8    |
| GOLD LEAF, 100 fine, per tael      | 84 1/2   |
| BANK LIVER, per cca                | 84 1/2   |